The New-York Times.

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TRIAL OF CAPT. WIRZ.

Some Discussion About Handcuffing the Prisoner.

The Usual Prolixity of Discussion Between Counsel.

Testimony Resumed---Examination of a Rebel Lieutenant-Colonel.

The Tendency of Evidence the Same as on Former Days.

WASHINGTON, Wednesday, Aug. 30.

The record of yesterday having been read, Gen. THOMAS, a member of the commission, said he understood that the prisoner had been kept handcuffed at night while in prison. The accused should be at liberty to prepare his business previous to attendance before the court. He did not know who had charge of the accused, but as he was attended constantly by guards, he could see no necessity for continuing the rigid treatment. He made this suggestion with the view that the condition of the prisoner might be ameliorated.

Judge-Advocate CHIPMAN stated that the rigor alluded to was adopted as a matter of precaution at the suggestion of the counsel for the defence, who said that otherwise the prisoner might commit suicide. This conversation occurred the same day the gentlemen retired as his counsel. Acting on the suggestion of the counsel, and upon his own judgment, he asked the keeper to put the handcuffs on the prisoner. It was not done that night, because the sentry constantly attended him; but it was subsequently done. It was not unusual for persons, accused as the prisoner was, to be kept in close confinement and handcuffed. He was sure such treatment was well known to the prisoner himself. It seemed the court should not dictate what treatment the prison-keeper should adopt. The court was responsible for him only while he was here. He did not want to subject the prisoner to cruel treatment. He did not propose to apply the *lex talionis*. If the court thought that no such treatment as that complained of should be continued, he felt satisfied that Col. COLBY would accommodate himself to their wishes. He repeated the handcuffing was only a matter of precaution, for the reason stated. He was sorry to learn that the handcuffs last night injured the prisoner; but it was certainly unintentional, and could not have been known to Col. Colby.

Gen. Thomas would distinctly state that the motion was brought to his attention by the counsel for the accused.

Mr. Baker said that on that day the prisoner was so distracted in mind, that he himself (Mr. Baker,) did not know what he would do. The prisoner threatened frequently to him that if the counsel did not return, or deserted him, he would never again come into the presence of the court. During the confusion and excitement of the prisoner's mind in speaking to the Judge-Advocate, he made the remark that he did not know what the prisoner would do unless the counsel returned. He did not know but that the prisoner might be confined closely. From this the mistake arose. Last night, however, when there was no necessity for it, the prisoner was handcuffed. It was only intended for a temporary circumstance. If he had had more calmness at the time he might perhaps not have made the suggestion. It was proper to say the prisoner made no complaint of harsh treatment. From what he had seen of the guards in attendance, they had given the prisoner every attention demanded. There was no necessity hereafter to put him in any unnecessary confinement. He was rather sorry that his associate suggested anything of that kind. If it had come to his knowledge he would have let it pass. If the prisoner had not been in an unhealthy condition, no injury would have occurred to him by the treatment. No one, however, is to blame for it.

THE JUDGE-ADVOCATE—The government must take its own course.

Mr. Baker presumed the placing of the prisoner in handcuffs would not again occur, in consequence of any statement of his own.

Alexander W. Peissons, being sworn, said that he had served as Lieutenant-Colonel of the Fifty-fifth Georgia Volunteers; he was on duty in Andersonville from some time in February, 1864, till the first of June of the same year; he was first sent there to command troops, and afterward was assigned as post commander; Capt. Wirz came direct from Richmond, by order of Gen. Winder, to command the prison; the latter, in his letter or order, said that Capt. Wirz was an old prison officer, reliable, and therefore capable of conducting the prison; it was dated some time in February or March; the witness, as commander of the post, made a requisition upon the commander of the troops for soldiers to guard the prison; these soldiers thus passed under the control of Capt. Wirz; the prison was laid out by W. S. Winder, son of Gen. Winder, and its capacity was for 10,000 men; Richard Winder was the quartermaster of the prison; but the number there was from 15,000 to 20,000 prisoners; the witness undertook to erect additional shelter; he was just about to do so by hauling timber when he was relieved, and never went back, except as counsel for some of the men; the timber had then been cut down from within the prison; he had commanded at Andersonville in the earlier and better days; the witness drew a bill of injunction to abate the prison nuisance, owing to the stench and effluvia and unhealthy influence; the judge to whom he applied said he would appoint a day to hear the argument in chambers, and the witness made his preparations accordingly; Gen. Howell Cobb, who commanded the department of Georgia and the Georgia militia, sent him a communication asking him whether the bill was to be charged to him or against the government; he informed Gen. Cobb he had drawn the bill, which was to be charged to himself; Cobb replied, through his Adjutant-General, that he thought it inconsistent with his duty as a Confederate officer to take such legal proceedings; discovering that he would be court-martialed if he persevered, he said to Gen. Cobb, "If you deem it unofficerlike I will abandon the case;" he chose to do this rather than be driven from the case; this was in July or August, 1864.

Cross-examined by Mr. Baker—The capacity of the prison was for ten thousand men, and beyond that number no more ought to have been placed on the ground, even after the enlargement; Capt. Wirz was not to blame for the size of the prison; one of the reasons for desiring to abate the prison as a nuisance was the almost insufferable stench and filth, caused in part of the graveyards; the green flies were as thick as locusts; the great blunder was on the part of the Confederate Government in sending so many prisoners there without proper preparations.

Q.—Do you think one or more individually were responsible? if so, who are they? A.—I think some of the high officials were responsible; I sent a communication to Gen. Winder saying the prison was worked beyond its capacity, but no attention was paid to the remonstrance; an order came from Gen. Cooper, Adjutant and Inspector-General, addressed to Gen. Winder, the purport of which was to organize a prison department; an officer was put in charge on the other side of the Mississippi, and Gen. Winder was put in charge on this side; no officer had a right to interfere with him, and it was made the duty of the commanders of the adjoining posts to furnish troops for the prisons; Gen. Winder had supreme control and dominion; I read the order, but do not recollect whether it was issued by direction of President Davis or not; it was, however, signed by Gen. Cooper.

By Mr. Baker—There were not more than 800 or 1,000 troops when I was there, and the greatest number of prisoners from 18,000 to 20,000.

By Judge-Advocate Chipman—The dead line originated after Capt. Wirz took command of the prison.

By Mr. Baker—It was called the dead line, because if a prisoner went beyond it he would be shot, and there was no difference in principle between this and the imaginary line of a sentinel; the reason for the dead line was to prevent prisoners from undermining and making their escape.

Benjamin F. Clark, who had been in the Confederate Medical Purveyor's Office, was examined and cross-examined as to the supplies of medicines; they had to resort to indigenous preparations, while chemicals were obtained by blockade running or importations.

James Van Valkenburg, residing ten miles from Macon, Ga., testified that the crops were more than an average in 1864; Macon is sixty-five miles from Andersonville, and Americus nine miles from the latter place; the provisions were more plentyful than in previous years, because no cotton was planted.

The Court at one o'clock took a recess till two.

On reassembling, Van Valkenburg was

Cross-examined by Mr. Baker—What he knew of the crops was derived from observation, and the Macon newspapers; he believed the supplies for the army plenty in Georgia the last two or three years; although in 1863 there was some failure in the crop; he could count five or six wheat mills on the route from Macon to Americus.

By the Court—The witness had seen large piles of government flour at Macon.

Sergt. Boston Corbett was recalled.

By the Defance—He could not name any individual shot, but had seen prisoners shot every month he was in prison; desperadoes from among our own prisoners would knock down men for the slightest offence; the men would be taken to what is called the "barber-shop," and their hair shaved; when he first arrived at the depot he was told that six of the raiders or desperadoes had been hung the day before by peaceable prisoners; men were thrown together promiscuously, and killed or maimed one another as they chose.

Q.—If Capt. Wirz had been more careful to protect the innocent from the desperadoes, would he not have been obliged to be more strict in his discipline? A.—I never knew a man more atrocious than Capt. Wirz.

The court said to the witness that they did not want his opinion, but simply an answer.

The witness replied to the question that if the offender had been promptly punished and divided from the others, such scenes would not have occurred.

Q.—In order to protection, would not Capt. Wirz have been obliged to arrest them more frequently according to your ideas of discipline? A.—Yes, Sir.

Q.—Then it would be necessary for him to be more strict? A.—Yes, in reference to the few; but kindness to the many.

Q.—You say that on one occasion when you lay concealed, one of the hounds rubbed against your nose; why did not he bite you? A.—The same power that kept the lions from tearing Daniel in pieces, is the same in whom I trust. [Laughter.]

Dr. Collin testified: He was for two years in the Confederate Army, and from May to September last on service at Andersonville; he saw Capt. Wirz, at the time the prisoners were being removed, seize a man who had fallen out of the ranks and strike him once or twice; on another occasion he saw a man bitten by dogs; the man was in a tree; he was ordered to come down, when the dogs seized him; Capt. Wirz was there at the time.

Cross-examined.—Did not know that Capt. Wirz was to blame for the awful condition of the prison; did not know that Capt. Wirz waded up to his knees in water to keep the dogs from biting the man; did not see the prisoner seize the dogs; the dogs were common foxhounds.

Andrew J. Spring, a prisoner at Andersonville, testified to the filthy condition of the place and the bad quality of the food, some of which was full of maggots; vegetables were not issued with the rations, and he succeeded in smuggling some in which he had procured from a Georgia regiment; he thought there was plenty of green corn in the neighborhood, there being a farm of 75 or 100 acres; a strict order against trading was issued by Capt. Wirz; peaches, he judged, were plentiful; the guard would seize peaches and vegetables which had been smuggled in, and take them to Capt. Wirz's headquarters; the effect of the treatment made idiots of some of the men and crippled others; one of the prisoners ventured to ask Capt. Wirz to give him employment outside, that he might draw an additional ration; Capt. Wirz replied; you G— d— Yankee son of a b—h, if you don't go in I'll starve every one of you to death;" this was a common mode of reply to prisoners; on another occasion he said to a prisoner who had endeavored to escape; "if you ever do that again I'll shoot you as sure as I'll go to hell—and I know I shall go there;" rations were furnished to the dogs from the bakery; he saw a man brought in by these dogs attended by Capt. Wirz and Turner; he had some men working in the chain-gang and one of them was so reduced that he was taken to the hospital, and died; witness had seen men in the stocks; about the 18th of May he saw a man shot from a sentry-box; and Capt. Wirz soon appeared, and, drawing his revolver, swore he would kill every man who did not get away from the gate; another man who was asleep rolled under the dead line, and was shot; he had seen one of our negro soldiers whipped fifty or seventy-five lashes for refusing to work, he being sick.

Cross-examined.—There were about twenty negroes in the squads; I never saw Capt. Wirz shoot anybody; Capt. Wirz might have been attracted to the ground after the shooting to which he had referred; he did not think that Wirz remonstrated with the sentry for the shooting, and removed him; the men were put into the chain-gang because they had attempted to escape.

Q.—Did you ever see anybody shot who was not committing an offence against the regulations? A.—Yes; the man who was asleep and rolled over the line. In the course of the examination, the witness said the men of the Fifty-fifth Geor ia were good Union men, and friendly to our prisoners, allowing things to be smuggled in. They told him that every sentinel who shot a man received, as a reward, a furlough for thirty days. There are members of that Georgia regiment in court, who can verify this assertion. Six or eight times he had been to the storehouse, which was three hundred or four hundred feet long, and always found it filled with supplies, two-thirds of which he supposed was corn meal; there were at the time about thirty-two thousand prisoners, and from five hundred to two thousand Confederate troops there.

The court, at 4 o'clock, adjourned until Friday morning.

LETTER FROM WIRZ.

From the New-York News, Aug. 30.

OLD CAPITOL PRISON,
WASHINGTON, CITY, D. C., Aug. 27, 1865.

To the Editor of the New-York News:

Although a perfect stranger to you, I take, in my unfortunate and helpless condition, the liberty to address you this letter, knowing that as a friend to the downtrodden South you cannot but have some sympathy for a man, who, as he believes, is innocently about to be sacrificed—a sympathy which, I hope, will prompt you to interest yourself in his behalf.

I am a native of Switzerland, and, having been for years before the war a resident of Louisiana, could not do otherwise than take up arms to defend the State and country of my adoption when it was invaded. I joined the Confederate army in 1861, and served faithfully the cause I considered to be a rightful one. In 1862 the United States troops destroyed my home, and my wife and three children had to seek shelter among friends. I lost all I possessed but a few negroes, who still remained faithful. In 1864 I was ordered to report to the officer of the military prison at Andersonville, Ga. By this officer I was put in command of the prison, and remained in that position from April, 1864, until 1865. When the South ceased the struggle I was still in Andersonville with my family, believing myself fully protected by the terms of the agreement between Gens. SHERMAN and JOHNSTON, and never dreaming that I, a poor Captain and subaltern officer, would be made to answer with my life for what is now alleged to have been done at Andersonville. I was, in violation of a safe conduct which was given me by a staff officer of Gen. WILSON, arrested in Macon, Georgia; was kept there in confinement for two weeks, and then sent on to Washington, and am now, by order of the President of the United States, brought before a court to be tried under the most atrocious charges. I have no friends here. I am helpless; and, unless I can get help, will have to lose the last thing which I possess in this world—my good name and my life. My conscience is clear. I have never dealt cruelly with a prisoner under my charge. If they suffered for want of shelter, food, clothing and necessaries, I could not help it—having no control over these things—things which the Confederate government could give only in very limited quantity, even to our own men, as everybody knows who will be just and impartial. My legal advisers, (Messrs. SCHADE and BAKER,) seeing my helplessness, have undertaken to conduct my defense. They are both doing it from generosity and compassion, knowing full well that I have not the means to remunerate them for their trouble. But I cannot expect them to furnish the means which it absolutely requires in the conducting of a cause of such importance. Copies of depositions have to be made, messengers have to be sent here and there to get up testimony; and how can this be done without money? I have none to give; and, no doubt, my case will be lost—my life sacrificed—for the want of the money to defray the expenses of such a trial. But my counsel believe, from the evidence already in their possession, that if the necessary means can be obtained, my acquittal must be the result. In this condition I take the liberty to appeal to you to assist me; and let me not be the victim of injustice. Your influence is such that it will not require very great efforts to collect the necessary means for a vigorous carrying on of the defense. I am, myself, without clothes, without any means to alleviate the hardships of a close confinement. My health is bad, and the prison fare is not calculated to benefit a sick, or at least a suffering man. Still, these things I have borne without murmuring, and hope, with the help of God, to bear yet for a while longer.

Hoping that this petition will receive a favorable reception on your part, and assuring you again that nothing but the direst necessity could induce me to address you,

I remain, Sir, with the greatest respect,
Your obedient servant, H. WIRZ,
Late Capt. and A. A. G., C. S. A.

The Andersonville Tortures.

To the Editor of the New-York Times:

My attention has at various times been called to articles published in the *News* attempting to palliate the crimes of the rebel prison-keeper, WIRZ—in fact, holding him up as a sort of humanitarian, whose example all good men should follow. I have never before deigned to notice them, feeling confident that this man would have an impartial trial, and full justice be meted out to him by the commission before whom he is tried. But in an issue of that sheet of the 22d inst. I find a communication signed by "M. S. H.," which is a tissue of falsehoods from beginning to end.

The writer, who professes to have honorably served his country, opens his letter by ascribing the shortness of rations in that murder-pen to the operations of SHERMAN. If my memory serves me right, that brilliant General, about the beginning of August, 1864, still lay about Atlanta, nearly or quite 160 miles from the stockade, which had then been an institution for nearly six months. Communication between Richmond and Andersonville was intact, the trains running regularly, transporting rations as though there were no enemy south of the Ohio. But SHERMAN'S subsequent march to the sea proves the falsity of "M. S. H.'s" assertion more fully than all the pen and ink which could be used. He had no difficulty whatever in feeding an army of from 50,000 to 100,000 men upon the country.

Again, "M. S. H.," although he does not directly deny it, would have the public infer that impure vaccine matter was not introduced into the prisoners' arms. I distinctly assert that in every case which came under my notice where a prisoner was vaccinated, in from three to ten days disgusting sores would break out on the arm, varying in size from a five cent piece to a surface of several inches—in most cases eating deep into what flesh the poor prisoner had remaining, and in many cases boring completely through the arm, exposing the bone and quivering muscle, the edges of the hole occasionally being maggotty.

He tells how the Confederates (as he sympathetically calls them) were compelled by the advance of the Union armies to shift their prisoners from post to post, and intimates that they would have been *comfortably* kept in one place if the boys in blue had let the rebels alone. Does he forget the dreadfully severe Winter of 1863-4, how the Union prisoners were crowded as far North as the rebels dare put them? and how they were kept on Belle Island, with hardly any clothing, one-half of them being without shelter of any kind, that they might feel the severity of the wintry winds that swept across the James? Their anxiety for the welfare of their prisoners did not then make them dread the Union forces which menaced them on the North, nor the Federal troops which threatened them in North Carolina.

From some remarks he let drop, I believe, if he were ever in the stockade, he remained there but a short time, and that he had some soft snap outside, under Capt. WIRZ or some other rebel official. For instance, he says there were two flags stuck up inside, between which orders were issued for the prisoners not to congregate under penalty of being shot, but that the men disobeyed the orders, and congregated in large masses on the forbidden ground, and that the humane Captain, with a magnanimity unparalleled, never gave an order for the batteries to open. If my memory serves me aright, there were three or four at equal intervals apart, situated about twenty or thirty feet from the dead line. The order concerning these flags was to fire on any person who got between these and the dead line upon the entrance of fresh prisoners; and the order, as far as I saw, was never violated by the men, for fear the brute in command would execute his threat.

As if not satisfied with justifying the murderer of fourteen thousand patriots, "M. S. H." has the cruel hardihood of slandering our brave boys by stating that they greeted the onward course of SHERMAN and his legion with maledictions. Does he forget the excitement in July, 1864, when a Union raiding party, under the gallant STONEMAN, was on the war path, and was hourly expected at Andersonville. How the rebels threw up new works and sent in word to the Yanks to attempt no force or the artillery would sweep them off without mercy? How the Union boys deliberately cheered, telling them to shoot and be d—d? That when the cavalry made their appearance they would have a hand in? Did this look like hurling maledictions at SHERMAN'S advancing legions? But unfortunately STONEMAN got no further than Macon, and over thirty thousand imprisoned patriots had no opportunity of repeating the deeds of scores of previous battle fields.

"M. H. S." says WIRZ never stopped rations, which is utterly false. To my own knowledge they were stopped twice by his orders; and all prayers and intercessions were vain to procure them.

He says shell was never thrown across the camp but once, when the crowd was unusually noisy and demonstrative. I say that on this particular day the crowd was unusually quiet.

"M. S. H." says there was a spring near the north gate, which yielded water enough for the whole prison. Previous to Aug. 7, 1864, there was no such spring. He says wells were abundant, and no one need drink the filthy ditch water unless he chose. Utterly false. There were, perhaps, a dozen wells, each capable of supplying about one hundred men.

"M. S. H." wonders how WIRZ dare trust himself among the prisoners. Does he remember the night the latter was pelted, and how he never again showed himself inside the prison except when the guard could see him?

"M. S. H." asks sarcastically, "did the spectres of the thousands dead never haunt him for his cruelty?" I answer that the wretch who can stand by two score corpses, and, with cocked revolver pointed toward their surviving comrades, threaten to blow the God d—d Yankee sons of —— to hell if they don't keep in line, has no conscience except when his neck is being measured by the halter.

He says no men were punished after recapture for attempting to escape. A lie. Does he forget the ten or twelve who composed the chain gang? Men who attempted to escape, were brought back, and chained neck and neck, ankle and ankle, and compelled to walk lock step, with balls and chains attached to several? Does he forget that all, or nearly all, had the diarrhea, and that the sink was several hundred yards from the starting place? And does he forget that these poor fellows had a continual tramp, tramp, tramp between the sink and guard-house, almost sinking under their burdens amid the clanking of their chains; and how one of the heroes died in the harness?

After calling the Army of the Potomac bounty jumpers, &c., "M. S. H." winds up his letter by lecturing substitute brokers, army surgeons, mustering officers, &c.; but as he may be more posted on bounty jumping than myself, I am unable to argue the case with him.

SILVESTER NOIROT,
Formerly private Fifth New-Jersey Volunteers.
NEW-YORK, Wednesday, Aug. 23, 1865.

FROM WASHINGTON.

Special Dispatches to the New-York Times.

WASHINGTON, Wednesday, Aug. 30.

SOUTHERN POSTAL SERVICE.

In the matter of the appointment of postmasters, clerks and route agents in South Carolina, the Postmaster-General finds the greatest difficulty in obtaining suitable appointees in consequence of the almost universal connection of the population with the late rebellion. An oath prescribed by act of Congress, and which cannot, therefore, be dispensed with, is required to be taken by all officers as above-named, to the effect that the appointee has never voluntarily aided or taken part in the rebellion. The Postmaster-General has been compelled to make, in most cases, temporary appointments in order that the people may not longer be deprived of mail facilities. In many cases commissions sent to persons in South Carolina have been returned with the statement that the party would gladly accept the appointment, but owing to his participation in the rebellion he was unable to take the prescribed oath. A letter was received to-day by the Postmaster-General from Provisional Governor PERRY, stating that there was no doubt of the sincerity of the professions of attachment to the Union and loyalty to the government which is being rapidly developed in South Carolina; that the people are greatly in want of mail accommodations, but in consequence of restrictions imposed upon them in the oath, he regretted that few could comply with its conditions. He asks indulgence in this respect from the Department to enable citizens to enjoy the benefits of mail.

MAILS ON THE MISSISSIPPI.

The Postmaster-General this morning ordered that a contract be concluded with the Atlantic and Mississippi Steamship Company, by JOHN R. ROE, President, to convey mails, in suitable and safe steamboats, on the Mississippi River, from Cairo, Ill., to New-Orleans, La., and back, every other day, three and a half times a week, making the following landings, viz.: Cairo, Columbus, Hickman, New-Madrid, Memphis, Helena, Mouth of White River, Napoleon, Greenville, Skipwiths, Lake Providence, Vicksburgh, Grand Gulf, Rodney, Natchez, Mouth of Red River, Bayou Sara, Baton Rouge, Plaquemine and New-Orleans, and ten other landings on the river, to be designated from time to time, and substitutions therefor by the Post-office Department, from the 1st of September, 1865, to June 30, 1869; Route Agents to be employed and provided for on each steamboat without expense to the department.

MAILS TO BRAZIL.

Postmaster-General DENNISON to-day awarded the contract for mail steamship service between the United States and Brazil, to the New-York and Brazil Steamship Company, which binds itself to perform twelve trips annually between New-York and Rio Janeiro, in Brazil, touching at St. Thomas, in West Indies; Bahia and Pernambuco, in Brazil. The first trip will be made on the 29th of September proximo. The contract is for ten years, and the company is to receive an annual compensation of $300,000, one-half of which will be paid by the United States Government and one-half by the Government of Brazil. The vessels are required, by the terms of contract, to be first-class American sea-going steamships, of not less than 2,000 tons each, and of sufficient number to perform twelve round trips per year, and shall, before their acceptance by the Postmaster-General, be subject to inspection and survey by an experienced naval constructor to be designated by the Secretary of the Navy. Each government is entitled to have transported on every steamer a mail agent to have charge of the mails, and vessels will be exempt from all port charges and custom-house duties at ports of departure and arrival in both countries. The compensation named in the contract is the full amount fixed by Congress.

MR. STEPHENS' BROTHER.

LINTON STEPHENS, of Georgia, brother of A. H. STEPHENS, received a pass from the War Department to visit the rebel Vice-President, who is now in confinement at Fortress Monroe.

THE LOST PAYMASTER.

Maj. E. W. EDDY, Paymaster United States Army, who, together with his clerk, was lost on board the ill-fated steamer *Brother Jonathan* off the California coast, was at the time on his way to Oregon and to Washington Territory to pay off the troops stationed there. He had in his possession two hundred thousand dollars, belonging to the government.

REGULARS GOING WEST.

We learn that the regular regiments, which are receiving a large number of recruits daily, will be ordered to the West to do duty.

THE DEATH OF GOV. BROUGH.

A meeting of Ohioans in Washington was held at the office of the Ohio State Agency this evening, for the purpose of expressing respect for the late Gov. BROUGH. Chief-Justice CHASE presided, and J. C. WETMORE, of the Ohio State Agency, was appointed Secretary. Appropriate resolutions were adopted. The following are the remarks made by Chief-Justice CHASE:

It is known to you all, gentlemen, for what object we have assembled here this evening. We have received the distressing intelligence of the death of the honored Chief Magistrate of our State, and we have come together to express our respect and our honor and our gratitude toward him. His history is a part of the history of our State. He commenced life, as you know, as an ardent, active politician, a member of the Democrat party; and it was from that party he received his first distinguished office, that of auditor of our State. In the exercise of that office, at a very critical period in the history of the State, it became his duty to interpose with great decision and with great independence for the safety of the finances and of the credit of the State. He did his duty on that occasion in such a manner as to command the warmest approbation of those who were opposed to him politically, but forfeit the approbation of a portion, and only a portion, of his party. He afterward retired to private life, and for several years was an editor of one of the leading Democratic papers of Ohio, devoting himself earnestly and zealously to the maintenance of his political sentiments, in what he believed to be the best interests of the State. He saw fit, however, to retire from that position and to identify himself with the business interest of the State and country, and in this new relation his brilliant abilities shone with unexpected lustre. He proved himself in every business relation as energetic, as thorough, as faithful as he had shown himself in public office. He well sustained his business relations when he was called upon to be the Union candidate for Governor. He never suffered his political attachments to interfere with what he believed to be his duties to the State, nor did he allow ties either of private interest or public to interfere with his devotion to the interests of the country. He was, as all who are here, and who have heard him know, one of the most brilliant orators of the land.

He gave his eloquence, his time and his exertions to the defence of the principles represented by our lamented President—the union of the States and the suppression of the rebellion, and such was the confidence manifested in him, that he was elected to the honorable position which he has held with such distinguished ability, by an unprecedented majority of one hundred thousand votes. How well he has borne himself in that position you are fully aware. No man has exested himself more zealously, more perseveringly, more effectively, I may say, for the suppression of the rebellion than he did as the Governor of Ohio, there is one circumstance that I never fail to recall in speaking of Gov. BROUGH which impressed me profoundly at the time, and which will never fade. He was here when Gen. GRANT commenced his movements against Richmond his clear intellect discerned at once the absolute necessity of putting all the force with Gen. GRANT that could be spared from every other service. The fortifications around this city and various parts of the country were then manned by some of the best troops of the army, veterans whose services were needed in the field, and Gov. BROUGH, I think, originated—I am not certain upon that point—but I think he originated the idea of calling into the service 100,000 volunteers to serve for 100 days in order that the troops in the field might be relieved and sent to the aid of Gen. GRANT. I do not think it is too much to say that that movement was indispensable at the time and certainly and certainly the honor of carrying it into effect belongs to no man more conspicuously or more completely than to Gov. BROUGH—no Ohioian when he looks back upon the events of 1864, can help feeling a thrill of pride at the reflection that 40,000 new men came forward to the service of their country, relieving that number of veterans, and enabling them to go into the field. Nor was that all. Some of these one hundred days' volunteers were put forward in the thickest of the fight, and never disgraced their Governor or their State; they bore themselves with honor, as all Ohio troops did. But for Gov. BROUGH, those 40,000 men would not have been here. That great aid to Gen. GRANT could not have been afforded I do not know but the result might have been the same; but I do know that his courage, his energetic action, his prompt perception, his bold, resolute, patriotic spirit, gave assurance of victory to Gen. GRANT, we owe him a great of gratitude. God has so ordered it that we can pay this only by the honors which we give his memory, we can no longer manifest our regard by our support, our friendship; but we can lay the laurel wreath upon his tomb, and water it with the tears of grateful remembrance.

Speeches were also made by Gov. DENNISON, Judge CARTER, and Hon. JOHN HUTCHINS.

VISIT TO THE PRESIDENT.

This morning the New-York base-ball club, the Atlantic, and their friends, were taken to the White House by the Nationals, and personally introduced to President JOHNSON by Mr. A. P. GORMON, the Postmaster of the Senate, through whose influence the interview was obtained. The club formed in line and entered the audience chamber, each being introduced to Mr. JOHNSON by name, each shaking hands, and retiring in the same order. Mr. CHADWICK, the reporter of the NEW-YORK TIMES, was the last on the list, and he briefly addressed the President after his introduction. He remarked to Mr. JOHNSON that the ball-players had hoped to have seen him present at the tournament, to which he replied that his time was in such constant demand that he could scarcely call a moment his own, and he regretted not being able to witness the game. "You whipped our fellows pretty badly," he continued. Mr. CHADWICK then remarked to the President that the Excelsior Club of Brooklyn would visit Washington in September, and he hoped the President would favor them with a visit, if but for a few minutes, as such countenance of the game would give a national stamp to it, which would greatly promote its popularity. In reply Mr. JOHNSON promised, if possible, to be present on the occasion, and the visitors then withdrew, the President previously thanking them for the visit.

FROM THE SOUTHWEST.

Movements of Carl Schurz—Fraternization of Officers on the Mexican Border.

NEW-ORLEANS, Wednesday, Aug. 30.

The steamship *Andalusian*, from Boston, arrived to-day.

CARL SCHURZ has arrived at Vicksburgh, on his tour of inspection.

The steamer *B. E. Hill* sunk in Yazoo River on Saturday night. Boat and cargo are a total loss.

Advices from the Mexican border to the 19th inst. represent a curiously fraternal state of affairs between our Generals on the Rio Grande and certain dignitaries of the Maximilian Government, who, it seems, have been hobnobbing together, and toasting each other, in true convivial style; and our Generals are reported as expressing friendship for the empire.

Large Fire in New-Haven.

NEW-HAVEN, Conn., Wednesday, Aug. 30.

The saddlery and hardware establishment of the Lindsay Firearms Company in this city, was destroyed by fire at noon to-day. The loss of the company is $30,000, on which there is an insurance of $28,000, mostly in New-York companies. The fire communicated to a large brick building occupied by the Parmalee Piano-forte Company, destroying the interior of the building and a large amount of valuable stock. The loss of the Piano-forte Company is $28,000, on which there is an insurance of $20,000. The fire was accidental

TWO DAYS LATER FROM EUROPE.

ARRIVAL OF THE AFRICA AT HALIFAX.

PROSPECTS OF THE ATLANTIC CABLE.

Letter from Capt. Anderson, of the Great Eastern.

Ten Months Required to Construct the Machinery for Picking Up the Wire.

Settlement of the Difficulties Between Prussia Austria and.

Actual Opening of the Suez Canal.

HALIFAX, Wednesday, Aug. 30.

The steamship *Africa*, from Liverpool 8:30 A. M. 19th, via Queenstown the 20th, arrived at Halifax late last night. She has 29 Halifax and 120 Boston passengers.

The steamship *Scotia* arrived at Liverpool on the evening of the 18th; the steamship *Tupelo* left Liverpool on the 19th, direct for Halifax and New-York.

The *Africa* makes the following report: Aug. 21, passed the steamship *City of New-York*, in lat. 51 deg. 52 min., lon. 18 deg. 35 min., bound east. On the 22d, passed Bremen ship *E. A. Gabain*, in lat. 51 deg. 52 min., lon. 18 deg. 35 min., bound west. On the 24th, passed a steamer, supposed to be the *Ana*, bound east. On the 27th, passed the steamship *Cuba*, in lat. 47 deg. 50 min., lon. 49 deg., bound east.

Moorings had been laid down for the *Great Eastern* at Sheerness, and the inference was drawn that she would not go out again this season.

THE ATLANTIC CABLE.

The *Times* says the experience of the expedition is full of encouragement for the future; the only discouraging circumstance is the apparent inability of electricians to discover serious faults in the cable before it is payed over the side of the ship.

The delay for another year will not be thrown away if it enables them to devise better tests of excellence of cable before it is submerged. Though, whether they do so or not, we must believe the possibility of an Atlantic Telegraph established, and look forward to the day as certain, even if distant, when England and America will throb with one pulse of life.

The *Daily News'* special correspondent says:

"It is more than probable that the *Great Eastern* will be dispatched to fish up the severed cable as soon as she can be refitted with stronger ropes and grapnels. No formal decision can be taken until the meeting of the various bodies on the 21st; but it is tolerably certain that the expedition will restart at once."

The prospects of the Atlantic cable were the prevalent topics.

The report of the *Great Eastern* had a favorable effect on the shares, which rallied from 13⅛ to 2⅛. There was much difference of opinion as to the prospect of recovering the cable, but generally feeling was that it might be done.

The *Times* says that the result of the proceedings on the *Great Eastern* demonstrate the complete feasibility of the Atlantic telegraph. The principal difficulties of the enterprise are overcome. Failure ensued from accidents which may be called provoking from their littleness. Explanation is required why the hauling in apparatus was defective, but the experience gained may enable the company to redeem their error and accomplish the great work.

The *Daily News* censures those who were responsible, for not having on hand a sufficient quantity of hauling-in tackle, but says: "Although the facts warrant disappointment, they do not cause dismay, but, on the contrary, point to ultimate success; and assuming that the three companies interested can make the necessary arrangements at once, it is even now not impossible that attempts at telegraphic communication with America may be commenced before Autumn has passed."

Other journals also regard the prospects of the cable from a hopeful point of view, although some express fears that it will not be recovered and that the enterprise will fail for the present. The opinion, however, appears to be general, that ultimate success is only a question of time and money.

The *Daily News* says: "Nothing will be definitely known as to the future proceedings in connection with the cable until after Monday, the 21st inst., on which day the different boards will meet and settle on the future course. Fresh contracts will have to be made, and new arrangements entered into, in the event of the *Great Eastern* being sent out again, both between her owners and the construction company, and between the latter and the Atlantic Telegraph Company. So the question, as may be supposed, will mainly resolve itself into one of finance, but it is confidently believed that the great ship will be again dispatched without unnecessary delay. Meanwhile, she proceeds to Sheerness, where she is expected to arrive on the 20th. She passed Plymouth on the afternoon of the 18th, bound up the channel."

The *Times* of the 19th inst. publishes a diary of the expedition occupying seven columns; and in a leader on the subject remarks, that although the results are very encouraging for the future, still, even if perfect machinery were at hand, it would now, we fear, be too late to lay the cable this year, although sanguine spirits may remind us that after the equinoxial gales are past the month of October is generally calm, and further delay must cause a total loss of the position of the cable which has been payed out. One malicious injury was discovered—a piece of iron wire was run through the covering, causing dead earth.

Capt. ANDERSON, of the *Great Eastern*, in a letter says, it will require ten months to provide proper gear for lifting the Atlantic cable, and to make the necessary repairs to the *Great Eastern*. He suggested that the new cable should be made and laid in May next, and the old one be then picked up and repaired. He has every confidence in the future success of the cable, but thinks it useless to renew the attempt to lay it during the Winter months.

GREAT BRITAIN.

The prospectus is published for the new fortnightly steam line, with vessels of 4,000 tons burden, between Southampton and New-York. The title is to be the Transatlantic Ship Company. Capital £800,000, in £50 shares. Passages to be performed within ten days. Two subsidiary steamers of 600 tons to be employed to connect the service at Southampton with Antwerp, Havre and London, through rates of freight being established between those cities and New-York.

The enterprise is said to be supported by the London and Southwestern Railway Company, Southampton Dock Company, and other important concerns.

A Fenian demonstration, on a small scale, had taken place near Scaroa, County Down. Ample police and military preparations had been made by the authorities and order was not disturbed.

Apprehensions of the approach of the cholera were increasing in England. The epidemic had reached Marseilles.

At an important meeting of medical officers and others in London, resolutions were adopted advising the utmost care, and all possible precaution.

FRANCE.

Weekly returns of the Bank of France show an increase of cash of about one and three-quarters millions of francs.

The Cherbourg fêtes continued until the 18th, when the French and English squadrons left for Brest.

All passed off well, although the brilliancy of the earlier proceedings were marred by stormy weather.

The Emperor and Empress arrived at Strasburg on the 18th.

Bourse flat, closing firmer at 68.15.

RUSSIA.

Two ships of the Russian iron-clad squadron were wrecked on their way to Stockholm.

The Czar had gone to Moscow to present the Czarwitch to the Senate and the people.

AUSTRIA AND PRUSSIA.

The official Vienna *Zeitung* reprints an article from its general correspondence, in which it states that an understanding has been arrived at between Von BISMARK and Count BLUM, at Gastein, which will very soon receive imperial sanction. All collision between the Powers has been avoided by this understanding, in which mutual reclamations and federal rights have been vindicated, and union between the German Powers insured.

A later dispatch says: "The convention between Austria and Prussia is concluded. Concerning the Duchies, Prussia gets Surnbrug, paying Austria a pecuniary indemnity. The Provisional Government of the Duchies continues. Prussia rules Schleswig and Austria Holstein.

INDIA.

BOMBAY, Friday, Aug. 11.

Cotton is quiet. Exchange 2s. 1½d.

CALCUTTA, Thursday, Aug. 10.

Sheeting unchanged. Exchange 2s. 1⅛d.

FINANCIAL AND COMMERCIAL.

LIVERPOOL BREADSTUFFS MARKET.

The market is generally dull, with a downward tendency. The weather is improving. Messrs. RICHARDSON, SPENCE & Co., and WAKEFIELD, NASH & Co., report: FLOUR flat. WHEAT dull, and Tuesday's advance is barely sustained, owing to finer weather. CORN easier; Mixed, 31s. 6d. @32s.

LIVERPOOL PROVISION MARKET.

The Provision Market is generally more buoyant. Messrs. BIGLAND, ATHYA & Co., and GORDON, BRUCE & Co., report: BEEF firm with an advance of 2s. @3s. on the week. PORK buoyant and advanced 5s. @7s. 6d. BACON upward, and advanced 3s. @4s. LARD quiet and steady, 78s. @80s. TALLOW active, and advanced 6d. BUTTER firm.

LIVERPOOL PRODUCE MARKET.

ASHES steady. SUGAR dull and downward, with a partial decline of 6d. COFFEE quiet and steady. RICE active with a slight advance. LINSEED easier. LINSEED CAKES firm. HEMP has advanced 10s. @20s. SPERM OIL—Sales small at £96 ₱ ton. RESIN steady. SPIRITS TURPENTINE dull at 47s. PETROLEUM, (BOULT, ENGLISH & BRANDON)—The market is steady at 2s. 6

CUBA AND ST. DOMINGO.

OUR HAVANA CORRESPONDENCE.

Revolution in St. Domingo—News from Venezuela—Fire on Board the English Mail Steamer Seine—Prospects and Parties in Mexico, &c. &c.

HAVANA, Saturday, Aug. 26.

The giddy round of revolution is already in movement at St. Domingo. The first number of the official paper "*El Monitor*," on the 8th inst. contained a popular declaration of the capital against the government of Gen. PIMENTAL, reproaching him with having overthrown the provisional government presided over by the well-deserving Gen. GASPAR POLANCO, for whose head he had offered a price through the streets of Santiago, &c., and concludes by nominating Gen. CABRAL "Protector of the Republic."

The conclusion of the above address is as follows:

"We can expect nothing useful from the present administration to which we are bound. It we are made sure of our independence by the exertions and sacrifices of the people we fail of liberty. We have no hope of acquiring it with this government, without order, and wanting plan and unity; and before mortification attacks the social body, before the evil becomes more intense and the country have to lament greater errors, we wish, with the help of reason and justice to place ourselves on the vantage ground of right. By virtue of this, and invoking the grace of Divine Providence, protesting that we are not excited by any view of base ambition, but by the desire of contributing to our individual security and that the country may be prosperous and happy, we solemnly declare that henceforth we refuse to acknowledge the authority of Gen. PEDRO ANTONIO PIMENTAL as injurious to the interests of the nation, and in the exercise of our sovereignty, we invest with full powers the well deserving Gen. JOSE MARIA CABRAL, so that immediately as "Protector of the Republic," he may take the supreme command, which he will exercise provisionally in the form which he may judge most convenient, and found a definitive government. For which purpose he shall order the meeting of a constituent assembly, by means of direct universal suffrage, according as all the towns of the republic, as we hope, may adhere to this declaration, he having the power, in the interval to dictate such measures as he may deem necessary for the salvation of the country."

This is signed by MANSUETA, VALVERDE, ADARME, and many other leaders. Many of the principal towns had already declared in favor of the movement.

CABRAL had issued the following address:

José Maria Cabral, General of Division of the National Armies and Protector of the Republic:

I have accepted so heavy a charge because the seriousness of the state of affairs through which the country is passing requires that thus it should be, and I have thought it my duty to once more sacrifice myself on the altars of our country. My plan of government, countrymen, is summed up in these three words: Liberty, Equality, Fraternity. Let the people, without restriction, exercise their sovereignty; let there be no distractions of any kind, and forgetting all the political errors of our brethren, let us afford to all safety and certainty.

Here, behold, Dominicans traced out the path which I intend to follow, in order to give unity and peace to the nation. I count, then, upon the coöperation of all patriots."

Another decree nominates the four Secretaries of State and a Sub-Secretary. GARCIA takes the portfolio of Foreign Affairs, Education and Justice. Gen. CASTILLO is over the Interior and Police. DUROCHER manages the Treasury and Trade, and Gen. VALVERDE the Army and Navy.

At the same time there was formed a State Council, whose duties will be to express their opinions on all cases which may occur during the state of transition. Señor DUROCHER having declined the appointment of Secretary of the Treasury, the duties are at present discharged by Señor GARCIA.

The *Monitor* of the Provisional Government of St. Domingo also publishes a very conciliatory letter from Gen. CABRAL to Gen. PIMENTAL, in which he very kindly advises him to join the cause of order, and at the same time he earnestly calls on "The brave sons of the North," to maintain with him the principles proclaimed by the three provinces which have risen against Gen. PIMENTAL.

On the sailing of the steamer from St. Domingo, Gen. CABRAL had marched with some troops to go and put down his opponents in the "Cibao."

The officers of the steamer speak in high terms of the good reception they met in St. Domingo, and Gen. CABRAL accompanied them on board.

The intelligence from Venezuela is up to the 8th inst., but is unimportant; showing, however, that the country is going on well, the principal topics being industrial enterprises. The Central Railroad is progressing well.

In Guarico a slight insurrection had occurred, but it was soon quelled by the troops. Gen. BLANCO was appointed Minister at War; Señor LANDAETA for the Treasury; Gen. SILVA is Minister for the Interior, and Señor LUGO for Trade and Agriculture.

The English mail steamer *Seine*, Capt. ROVETT, was near meeting the fate of the *Glasgow*. It left St. Thomas on the 13th with 160 passengers, a full cargo, and two millions in specie. When about 30 miles from the coast, and at 9¼ P. M., smoke was discovered issuing through a ventilator near the chain cable. Further search traced the fire to a part of the hold where 1,200 bales of rubber goods, (reëxported to England from Havana,) a quantity of tobacco and cigars were stowed.

So excellent were the arrangements and discipline, that in a few minutes the hose was pouring water upon the burning cargo. Meantime the vessel was headed for St. Thomas, and the boats prepared and victualled in case of need.

From 9½ P. M. till 5 of the following morning, an obstinate struggle was maintained against the flames, which in spite of all, once or twice threatened to gain the mastery, so that when at 3 A. M. assistance came on board, it was seriously proposed to scuttle the ship; but it is satisfactory to state that the steamer has suffered no damage. It is supposed that the fire was attributable to the spontaneous combustion of the rubber goods.

Capt. GUEST, of the United States steamer *Dacotah*, the authorities of the island, and the Captain of the French mail steamer *Caraibe*, afforded all possible assistance. It was said that the *Seine* would quickly be able to resume its voyage.

The *Dacotah* arrived at St. Thomas on the 12th, under sail, having the engines out of order. It was ordered to the Pacific, and previously went to Cayenne for coal. After leaving that port a crank broke, and caused more breakages. It returned to Cayenne; but the repairs could not be effected there, and so will sail to New-York.

A steamer called *La Porteña*, from New-York, had arrived in seven days. It is commanded by Capt. TALLERSON, and is to run on the Rio de la Plata, between Buenos Ayres and Montevideo.

The French steamships to Vera Cruz will in future make Havana their port, instead of Santiago de Cuba, so that we shall have, in addition to the fortnightly steamer from New-York, French, Spanish and English lines to Vera Cruz, with a monthly communication.

A letter in the *Diario*, written by an ardent supporter of the empire in Mexico, makes the following remarks: "The recent fights in Montemorelos, Teran Marin, and various other points where the imperial troops have gained successive advantages, and caused immense losses to the enemy, have shown the enemies of order that the complete establishment of the imperial system is unquestionable. The defence of their interests, which various towns are making so successfully, and the assistance which they have afforded to the troops, clearly reveal their sympathies for the empire; and it is to be hoped that, thanks to that example, those towns which have remained inactive and indolent will decide, in a similar manner, to defend their own cause, in unity with the imperial troops and the authorities of the departments, and so that the pacification in a short time may be complete. The troops which formed the greater part of the force of the discontented are already disbanded, and there only remain small parties, and these so demoralized that they destroy one another, as is proved by the encounter between the force of UGALDE and the Troncosos. The latter had plundered a convoy of merchandise valued at $100,000, and were themselves plundered by UGALDE, who besides ordered the two brothers and twelve officers to be shot. We have, then, no longer to struggle against political enemies, but against malefactors."

LARA.

The Revolution in San Domingo—New Complications—Cuban News.

HAVANA, Saturday, Aug. 26.

Now that the Dominicans have succeeded in driving the invader from their soil, it appears by the latest news received from that island that the people are getting into new complications and difficulties.

The *Diario*, of St. Jago, of the 15th inst., gives the particulars of a *revolution* that has just occurred in the sister island.

The capital and other towns of importance—in a lengthy document, headed "Popular Manifestation," published in Santo Domingo the 4th—have pronounced against Gen. PIMENTEL, who, since January, has been carrying on what he called the "Reformest Government" with a high hand, and have declared in favor of Gen. JOSE MARIA CABRAL, naming him Protector of the Republic—authorizing him to take immediate possession of the supreme command, and devise such measures for the preservation of the country and the public interests as he may judge necessary, until a new government can be established.

Gen. PIMENTEL, who, in January last, marched into Santiago at the head of his troops, making himself master of the situation and proclaiming himself at the head of the government, is charged in the "manifestation" of acting since that time in complete defiance of all law and order; persecuting the members of the Provisional Government, loading citizens with chains and threatening them with death; setting aside the elections of delegates to the National Convention, ordering their arrest, and causing new members to be elected subservient to bribery; so far forgetting the laws of humanity and civilization as to publicly offer a reward for the head of Gen. PALANCO, who before him was at the head of the Provisional Government, of favoring projects threatening the legitimate government of Hayti, thus endeavoring to involve the government in complications with that republic, and of not attending to the ministration of justice or to the needs of the church.

These and many other charges preferred against Gen. PIMENTEL are given at length in the Manifestation, and as the reasons for deposing him and authorising CABRAL to take the direction of affairs.

Gen. CABRAL has accepted this offer, and issued a proclamation, assigning that he did so on account of the grave situation of the country, believing it to be his duty to sacrifice himself on the altar of his country.

His programme of government he asserts to be comprised in these words: "*Liberty, Equality* and *Fraternity;*" the people to exercise their sovereignty without compulsion, and give themselves to security.

Thus he expects to secure unity and peace to the country, and calls for the coöperation of all patriots.

He has already appointed secretaries and other civil and military officers for the different branches of the government, and energetically begun to put affairs in order. He has written a conciliatory letter to PIMENTAL, advising him to sacrifice his ambitious projects, not to oppose but to submit to the authority of the people, become a good citizen and aid in restoring peace and quiet to the country.

MANSUETA, General of Division of the national armies, has also issued a proclamation, calling upon every true Dominican to sustain the Protector, and assist in establishing the government upon a firm basis of liberty, equality and fraternity.

At last accounts CABRAL, at the head of a body of troops, had gone to put down the opposition raised against him in Cibao.

Indications of petroleum have been found in Cuba, and a stock company formed in Havana and a subscription list opened. Only enough shares will be sold to pay the expenses of sinking a well as an experiment. The shares, I believe, are put at $250.

A company has also been formed and a grant obtained from the Queen, to lay a submarine cable between Porto Rico, Cuba, and the United States. But when, is the question?

The weather in Havana for the past ten weeks has been remarkably warm and sultry, and but little rain has fallen. Old inhabitants predict a hurricane or some other violent commotion of the elements.

Gen. DULCE, it appears, will remain in command of the island for some time longer.

The *Stonewall* is still here.

KIRBY SMITH is still in the vicinity of Matanzas, on the estate of a planter that formerly belonged to Florida. We have the U. S. S. *Marigo.e* over from Key West once or twice every week, for the Northern mails.

THE PHILADELPHIA VOLUNTEERS' REFRESHMENT SALOONS.

Letters from President Johnson and Secretary Seward.

The Volunteers' Refreshment Saloons in Philadelphia was closed on Monday last. Appropriate exercises were held in the Academy of Music in the evening, and the following letters were read:

LETTER FROM THE PRESIDENT.

EXECUTIVE MANSION,
WASHINGTON, D. C., Aug. 22, 1865.

Secretary of Joint Committee, Volunteer Refreshment Saloon, Philadelphia:

SIR: I have the honor to acknowledge the receipt of the invitation you extend in behalf of the Joint Committee, Volunteer Refreshment Saloons, of your city, to attend their closing ceremonies on the 28th instant. I desire to thank the committee for the compliment thus tendered me, and to express my sincere regret that circumstances prevent my compliance with their invitation. I avail myself of this occasion to assure them of my high appreciation of the great and good work in which they have been engaged during the past four years, by which they have gained the gratitude both of the brave soldiers to whose wants they have so efficiently ministered, and of their friends throughout the Union. I am, very respectfully, your obedient servant,

(Signed,) ANDREW JOHNSON.

LETTER FROM THE PRESIDENT OF THE SENATE.

NORWICH, Conn., Aug. 24, 1865.

SIR: Other engagements will prevent me from accepting the invitation with which I have been honored, to be present at the Academy of Music on Monday evening, the 28th inst., at the formal closing of the Union Volunteer and Cooper Shop Volunteer Refreshment Saloons in the City of Philadelphia.

These noble institutions have accomplished great good during the past four years. The blessing of many a travel-worn, weary and famishing soldier has been called down upon those individuals who so generously founded and liberally sustained them. Our country being now relieved from its peril, these institutions are to be closed, being no longer needed, for which we owe thanks to Almighty God and our heroic defenders.

Who are more to be envied than those who have labored and contributed to support those most beneficent institutions? The fountain of their benevolence is as deep and full as ever, the strength of their patriotism is as great, but the flow of the one and the manifestations of the other are held in reserve, for what, let us trust, is the far-off day of battle and use.

Thanking you cordially for your invitation, I am, with much respect, your obedient servant,

(Signed,) L. F. S. FOSTER.

LETTER FROM SECRETARY SEWARD.

DEPARTMENT OF STATE,
WASHINGTON, Aug. 22, 1865.

SIR: I take pleasure in acknowledging your courteous invitation to be present at the Academy of Music, in Philadelphia, on the occasion of appropriate ceremonies in relation to the closing of the "Union Volunteer" and "Cooper Shop Volunteer" Refreshment Saloons.

The condition of my affairs here will prevent me from being present on the occasion referred to, but I am confident that the important aid rendered to the national cause by these auxiliaries is appreciated alike by the government, by the army and by the people.

The citizens of Philadelphia, by their generous support of these institutions and all kindred enterprises, have won for that great metropolis a truly national and loyal influence and fame.

With sentiments of respect,
I remain your obedient servant,

(Signed,) WM. H. SEWARD.

LOCAL INTELLIGENCE.

END OF THE MUMFORD CASE.

Evidence of the Paying Teller of the Mechanics' Bank.

THE CASE CLOSED AND THE PRISONER DISCHARGED.

Yesterday Mr. PETER R. MUMFORD, a Wall-street broker, who was arrested some time ago on a charge of defrauding the firm of GREENLEAF, NORRIS & Co., of Exchange-place, of $28,200, by means of worthless checks on the Mechanics' Bank, was again brought up for examination before Justice DOWLING, at the Tombs Police Court.

The affidavits show that MUMFORD purchased of the complainants gold to the amount of $28,200, for which he gave his check on the Mechanics' Bank. The check was presented at the bank soon afterward, and payment was refused on the ground that MUMFORD had no funds there. The complainants, therefore, alleged that a fraud had been committed by the defendant.

A number of Mr. MUMFORD's personal friends were present during the proceedings yesterday, and also a few Wall-street men, but the public interest in the case appeared somewhat to have died out.

Mr. MUMFORD was brought into the examination room about 10:30 o'clock. The effect of his incarceration was plainly visible in his blanched cheeks and lips and trembling hands.

Mr. MILLIKEN, who appeared for the prosecution, said that, on the preliminary examination, his Honor had stated that if the defence could show that MUMFORD's credit with his bank was good he should consider the case ended. Since that time the defence had learned that MUMFORD stood well with his bankers, and that on the day on which the check in question was drawn MUMFORD deposited in his bank about two hundred and thirty thousand dollars. Under these circumstances they had no further evidence to offer, and they left the case to his Honor.

Judge DOWLING said that he understood the prosecution to have put in all their testimony. He would examine the papers and consult with the District-Attorney, and if he thought there was sufficient evidence to justify putting Mr. MUMFORD on his defence, he would notify counsel of the fact.

Mr. RODMAN, for the defence, said that they thanked counsel for his candid avowal, but at the same time he wished to say a few words on behalf of his client who had a character to sustain—his property was lost. No conviction, he said, could be had on testimony similar to that produced by the prosecution. A man may be indicted for issuing checks on a bank in which he has no account, but not for giving them on a bank in which he keeps an account. There was no precedent for such a case. The defence were now prepared to show that on the 17th of August last, the day on which the check was given to GREENLEAF, NORRIS & Co., MUMFORD deposited in the Mechanics' Bank $234,400. Of this sum, $153,000 were deposited after the check had been given to GREENLEAF, NORRIS & Co. This, he thought, was not the act of a thief.

Mr. MUMFORD had dealt with the Mechanics' Bank for two years; his credit was good there, and his checks had been certified even when his balance was not sufficient to cover them. He was, therefore, justified in supposing that the same course would have been pursued in this case.

Justice DOWLING asked whether they were prepared to prove this, for if so he should consider there was an end of the case.

Mr. RODMAN said they were, and called the paying teller of the Mechanics' Bank.

Justice DOWLING then requested Mr. MUMFORD to rise, and informed him that he was now about to be formally examined on the charge brought against him. In answer to the questions of the clerk, Mr. MUMFORD, who was almost overcome by his emotions, stated that he was forty-eight years of age, was born in Rhode Island, resided on Long Island, was in business as a broker, and had nothing to say to the charge brought against him.

MR. COOKE'S EVIDENCE.

Mr. Edmund G. Cooke, paying teller of the Mechanic's Bank, then deposed that he had been in the bank for twenty years; is acquainted with P. R. Mumford; Mumford had dealt with the bank for two years; he kept a large account there, but not a very large balance; on the 12th August his deposits amounted to $234,000; at the commencement of the day his balance was only $1,099; witness, at different times, as paying teller of the bank, certified Mumford's checks when the balance to his credit was not sufficient to cover the checks; the amount of such certifications depended upon the drawer's character; sometimes security was given; had over-certified checks to the amount of ten or twelve thousand dollars; checks drawn by Mumford prior to the 12th of August, were always made good; on the 12th of August, the bank agreed to certify Mumford's checks to the amount of $28,000 in advance of his deposit; the checks were afterward made good.

The witness was not cross-examined.

Justice DOWLING said that as the prosecution had no further evidence to offer, and the testimony of the witness, Mr. COOKE, showed clearly how Mr. MUMFORD's credit stood with his bank, and as a large sum of money had been deposited in the bank after the check to GREENLEAF, NORRIS & Co. had been issued, he considered the case closed, and should order Mr. MUMFORD discharged.

Mr. MUMFORD then left the court-room in company with his friends.

THE JOHN-STREET FIRE.

The Inquest in the Case of Mrs. Catherine Cleeves.

TESTIMONY OF ELIZA MOFFAT, THOMAS J. JONES AND FIRE-MARSHAL BAKER.

The Coroner's inquest on the body of Mrs. CATHERINE CLEEVES, a workwoman employed in the store No. 16 John-street, where she was burned to death during the fire which occurred there on the 26th inst., was resumed by Coroner GOVER, yesterday, at his office No. 4 Centre-street.

The following testimony was taken:

TESTIMONY OF ONE OF THE RESCUED WOMEN.

Ellen J. Moffat deposed as follows: I reside at No. 93 First-avenue, and was employed by Mr. Fillo at No. 16 John-street; was there at the time of the fire; about half-past four P. M. I heard a noise similar to the report of a gun; some of the girls ran and looked out of the back window, and they exclaimed, "Oh!" I then ran down stairs to the first flight, and finding the smoke too close I became almost suffocated; some man came up stairs from the street, and bodily carried me down into the street; I did not see the deceased after I left the workroom.

TESTIMONY OF THE OWNER OF THE FIRE-WORKS.

Thomas J. Jones deposed: I live at No. 199 Dean-street, Brooklyn, and carry on the gun and pistol business, and other trades appertaining to the business, including fireworks in their season, at No. 16 John-street, this city; I had on hand on the 25th inst. about $200 worth of what I consider actual fireworks; I had about $2,500 worth of fire-crackers, and about $400 or $500 worth of torpedoes; fire-crackers are not considered dangerous by the trade if stored in a building; a few days previous to the fire I had an order for three or four dozen signal lights; half were to be colored and the remainder plain; my brother went to Mr. Edge, of Jersey City, and ordered them; when received my brother left out of the box half a dozen of the colored lights, and they were placed on a shelf in the store; I never knew of any spontaneous explosion of these lights before; I know of an ordinance prohibiting the storage of over a certain amount of and peculiar kind of fire-works, except from June 10 to July 10; I have to obtain a permit every year to keep fire-works in quantities from June 10 to July 10 of each year; the lights that went off were green and red.

TESTIMONY OF FIRE-MARSHAL BAKER.

Alfred E. Baker testified as follows: I am Fire-Marshal of the City and County of New-York; my duty is to investigate the origin of fires; I have partially investigated the fire at No. 16 John-street, which occurred on the 25th instant; as far as I have proceeded, I have come to the conclusion that the fire occurred by the spontaneous combustion of the signal lights, which I understand were colored; by investigation some ten years ago, as to the origin of the fire at No. 10 Maiden-lane, it was shown to have occurred through the spontaneous combustion of some wheels of colored fire; upon this fact been proved, I had an ordinance passed by the Common Council preventing the storing of these colored lights or colored fires of any kind; about three months ago, I inspected Mr. Jones' store, through being notified by some of his neighbors that he had a large stock of fireworks on hand; upon examination, I found he had a small quantity of fireworks on hand, and he also told me that he had a verbal permission from the Chief-Engineer to keep that amount on hand; the testimony that I took from Mr. Edge upon the investigation above referred to was as follows, in regard to composition of colored fires: At certain temperatures of the atmosphere, colored fires are liable to spontaneous combustion, unless properly prepared; purple fires are seldom used, and are considered very dangerous; they are a combination of sulphate of copper, sulphur, chlorate of potash, and some carbon; blue is also dangerous, and is made of the same ingredients; green is also dangerous; sulphuric acid should never be used in these fireworks.

The inquest was then adjourned until Monday next, at 11 A. M.

Coroner GOVER will subpœna Mr. HADFIELD, Mr. EDGE, and other manufacturers of fireworks, and make a thorough investigation into the danger of storing fireworks within the city limits.

POLICE COURTS.

The Tombs—Before Justice Dowling.

ASSAULT WITH A SLUNG-SHOT.

A serious disturbance occurred in a lager-bier saloon in William-street, on Tuesday night, during which EDWARD MCLAUGHLIN, living at No. 45 Hamilton-street, and JAMES MCCONNACHIE, of No. 22 Oliver-street, were badly injured with a slung-shot. HENRY BREENEY, their alleged assailant, was arrested by Officer CRAIG, of the Fourth Precinct, while in the act of drawing a loaded six-barreled revolver, with the intent, it is charged, of shooting MCLAUGHLIN. Justice DOWLING committed BREENEY for trial, in default of $2,000 bail. CHARLES HOBER was also arrested on a charge of assaulting MCLAUGHLIN and MCCONNACHIE at the same time, and held to answer in the sum of $500 on each complaint.

Jefferson Market—Before Justice Ledwith.

LARCENY.

Officer QUINN, of the Eighth Precinct, arrested MARY DAY, (colored,) on a charge of stealing $36 worth of wearing apparel from Mrs. LAURA LEWIS, of No. 77 Laurens-street. A portion of the property was found at a second-hand store, where the accused had sold it. Mrs. LUCY BEDELL, also living at No. 77 Laurens-street, charged the prisoner with stealing $20 worth of under clothing. Committed for trial by Justice LEDWITH.

Essex Market—Before Justice Mansfield.

ROBBED IN A SALOON.

AUGUST BARTLETT, his wife JOANNA, proprietors, and HENRIETUA WEEGER, waiter, of the lager-bier saloon No. 145 Canal-street, were arrested on a charge of stealing $252 from FRANCIS COOK, of Kinsen's Hotel, corner of Nineteenth-street and Third-avenue, on Monday night. COOK visited the saloon, and while there exposed a large amount of money which he had on his person. Before leaving the house, the above sum was abstracted from his possession. Justice MANSFIELD committed the accused for examination.

The Fire Department.

RESIGNATION OF COMMISSIONER BOOTH — EMPLOYES IN THE CHIEF'S OFFICE.

A meeting of the board was held last evening; present, Commissioners PINCKNEY, ENGS, BOOTH and BROWN. The following communications were received:

From W. R. W. CHAMBERS, requesting a trial and public exhibition of the Patent Adjustable Stream Spreading Nozzle.

Referred to the Chief-Engineer, to make the necessary arrangements.

From Mr. CORGAN, foreman Engine Company No. 1, tendering his resignation. Filed.

From ANTHONY BURKE, foreman late Engine Company No. 41, requesting permission to use the house for disposal of furniture.

Referred to Chief-Engineer, with instruction to grant proper facilities.

From JOHN GRIFFIN, of Engine Company No. 20, in answer to expulsion return from that company.

Laid on table.

From C. A. LUCE, Agent Amoskeag Manufacturing Company, in relation to steamers in process of alteration and manufacture by that company. Filed.

From His Excellency R. E. FENTON, Governor, inclosing resignation of JAMES W. BOOTH, Commissioner. Filed.

Commissioner BROWN presented report in relation to house of late Engine Company No. 6, accompanied with the following resolution:

Resolved, That the commissioner having in charge the Fifth and Sixth Districts, be and he is empowered to complete such plans and make such alteration as may be necessary for fitting up the house, formerly occupied by Engine Company No. 6, for the accommodation of horses.

Report received and resolution adopted.

Commissioner BROWN presented the report of committee on subject of employes in the Chief's office, stating that 1 clerk, 1 foreman, 1 messenger, 1 driver and 11 mechanics will be required, and recommending that E. B. Heath, Wm. Murfitt, E. J. Bogert, Michael Conlin, John Dwyer and Martin Coffield be notified that their services will not be required after Sept. 1.

Report received and recommendation adopted.

A communication was received from MILES GREENWOOD, Cincinnati, transmitting drawing of a hose carriage. Filed.

Commissioner BROWN presented the report of Committee on Applications of Hose Company No. 36, for purchase of their hose carriage, accompanied with the following resolution:

Resolved, That the commissioners of the Metropolitan Fire Department dispose of to JOHN GILBERTSON the hose carriage now in use by Hose Company No. 36, for the sum of $—.

Which report was received, and the resolution adopted.

The board then adjourned.

Naval Intelligence.

GENERAL ITEMS.

Vice-Admiral D. G. FARRAGUT and lady have returned from their Summer tour. The Admiral is in the enjoyment of excellent health, but still is troubled with an affection of the eyes. They are the guests of Capt. PENNOCK, U. S. N.

The many friends of Commander J. H. STRONG will be pleased to learn that on Monday he received his promotion and commission as a Captain in the navy. He is a general inspector at the Brooklyn Navy-yard.

The storeship *Supply*, six guns, has sailed from the Boston Navy-yard, for the Brazil station. The following is a list of her officers: Acting Volunteer Lieutenant Commander, JAMES FRATHEN; Acting Volunteer Lieutenant, E. S. Keyser; Acting Assistant Surgeon, R. Smith; Assistant Paymaster, G. de F. Barton; Acting Master, F. A. O'Conner; Acting Ensigns, T. H. Phipps, J. P. Jones, B. T. Fries; Mates, C. M. McNaboe, E. W. Henck; Captain's Clerk, M. A. Trathen; Paymaster's Clerk, Addison Shaffer.

BROOKLYN NAVY-YARD ITEMS.

The *Vermont* is still in dock, having her copper repaired, and being repainted with white streaks.

The screw-sloop *Brooklyn* is being prepared for the flagship of the Brazil Squadron.

The Lyceum is being renovated and repainted.

The keel of the *Java* has been laid, and her frames are being put up.

The *Winooski* and *Algonquin* have left the yard, preparatory to their trial of power at the dock.

The new storekeeper's building, opposite the Lyceum, is progressing finely, and will be ready for occupancy in a few weeks.

The steam dredging-machines are cleaning out the channel, so that the *North Carolina* can be removed.

The ordnance-sloop *Saratoga* lies at anchor off Ellis' Island.

Admiral C. H. BELL, commandant of the Brooklyn Navy-Yard, has issued a general order, in which he says: "When discharges take place, those only who are efficient, faithful, and subordinate will be retained. No work is to be permitted in the yard during noon hour, or at any other time on private account, either for the workmen themselves, for officers or others. As the government pays for the service of the men, it is entitled to every portion of the time during working hours; therefore, reading newspapers, or books, or engaging in any matter which defrauds the government of those services cannot be permitted." Admiral BELL is determined to make this a model yard, and on every hand is to be seen the results of his efforts. In a few weeks the condition of everything will be unequaled.

The finishing touches are being put upon the new two-turreted iron-clad *Miantonomah*. She is no doubt the finest of the vessels of her class yet completed. She is a magnificent specimen of workmanship, and reflects much credit upon Mr. DELANO, her constructor, and the Novelty Iron Works, who completed her iron-work.

Commander S. D. TRENCHARD has been ordered to the Brooklyn Navy-yard.

The ship *Ino* is nearly ready for sea. She is to be a storeship for the European Squadron.

The United States bark *Arthur*, Acting Volunteer Lieut. JAMES E. STANNARD, commanding, from Pensacola, arrived here yesterday.

She went into commission from this port in December, 1861, when she was ordered to blockade on the coast of Texas, and has been connected with the West Gulf Squadron until the present time.

The following is a list of her officers: Acting Volunteer Lieut. J. E. STANNARD, commanding; Acting Assistant Surgeon, George W. Shields; Acting Ensign and Executive Officer, G. M. Bogert; Acting Ensigns, Joseph W. Munroe and F. W. Barkman; Surgeon's Steward, F. W. Murray; Paymaster's Steward, O. Pierce.

The United States steamer *Memphis*, E. M. STODDARD, commanding, Annapolis, via Old Point Comfort, 48 hours, arrived yesterday morning.

Officers—Acting Volunteer Lieutenant Commanding, E. M. STODDARD; Acting Master and Ex. Officer, J. M. Butler; Acting Assistant Surgeon, E. C. Thatcher; Acting Assistant Paymaster, Chas. F. Abbott. Acting Ensigns, Hazard Marsh, John Turner, John W. King, Daniel Friele; Acting Frst Assistant Engineer, in charge, C. H. McCarty; Acting Second Assistant Engineers, James M. Wilstead, George Nelson; Acting Third Assistant Engineers, Wm. W. Chadwick, Jas. O'Herron, S. W. Moore; Mates, F. M. Hathaway, F. P. Vultee, J. B. Raynor; Captain's Clerk, Jos. L. Latimer; Paymaster's Clerk, Jas. Coe.

LAW REPORTS.

The Beaver-street Tragedy in Court—A Motion Made to Admit the Prisoner Oram to Bail—Decision Reserved.

SUPREME COURT—CHAMBERS.

Before Justice Sutherland.

James F. Oram, imprisoned on a Coroner's commitment, which charges him with having, on the 29th of July last, taken the life of Joseph Van Doren, in Beaver-street, by shooting him with a pistol, was yesterday brought before the Supreme Court on a writ of *habeas corpus*, in order that he might be admitted to bail. The motion was made by C. Shaffer, Esq., as counsel for the prisoner, and was opposed by the District-Attorney, A. O. Hall, Esq. At the commencement the District-Attorney objected that as the commitment was without bail, it was *res judicata*, over which the court's jurisdiction was estopped. He cited authorities to this effect.

Mr. Shaffer said that the commitment being on a printed blank and in default of —— hundred dollars bail did not support the objection. Mr. Hall asked, in that case, the commitment be sent back for correction. The court would take the objection under consideration and hear the motion on the merits.

Mr. Shaffer contended, on the part of the prisoner, that there was nothing in the examination to show more than justifiable or excusable homicide, or at the utmost a case of manslaughter in the third degree. That the homicide was committed in an affray, the origin of which was unknown, between the deceased, a man of powerful frame, and the prisoner, a much smaller man, the former pressing on him in such a way as to threaten life. He quoted at length from the statute the definitions of the various degrees of homicide.

As to the evidence, the only person who saw the homicide, Robert Maitland, saw the two men clinched, the taller one, Van Doren, pushing Oram out of his office door. By his testimony, Oram was trying to get away, and said, "Let me go, let me go;" there was a pistol between them, which the small man was trying to force to the floor; the deceased said, "You thief; I will finish you," or "I will fix you;" the tall man struck the prisoner over the neck, and the pistol went off.

No proof of prisoner's firing the pistol existed but his own admission, that he did it in self-defence, and this might be taken altogether or not at all. No argument could be drawn from his going to deceased's place of business, a public office, and prisoner bore marks of the struggle. All this went to show that the act was not done with deliberation or without provocation. That the defendant was a respectable man, not one of the short boys or ruffians against whom a presumption naturally rose.

Mr. Hall, while insisting on his preliminary objections, argued that the question of bailing or not did not at all depend on the grade or character of the offence. That the old rule as to murder, &c., was entirely abrogated, the whole question being relegated to the discretion of the court. That this discretion was now to be guided by the probability of guilt as shown upon the examination, and the chance of evasion of the prisoner from trial. If the presumption from the examination was strong that the prisoner was guilty he should not be admitted to bail.

He should not discuss the facts in this case; the publicity of such discussions, of which, however, he was far from complaining, greatly increased, in important cases, the difficulty of obtaining jurors. Without complaining of this publicity, which was required by our institutions and the nature of our people, he thought it his duty to refrain here from such discussion, but requested a careful examination of the evidence by the court.

Mr. Shaffer replied, reiterating his former argument. The court held that while the District-Attorney was right in holding the court to have discretion in all cases, so as to bail in charges of murder, under some circumstances, and to refuse it in petit larceny in cases where evasion was extremely probable, the theory of the court had been that the giving of bail was sufficient to secure the attendance of prisoners, even when the probability of a conviction amounted almost to a certainty, in all cases where the punishment was as low as three to ten years in the penitentiary. He would take all the questions into consideration, and meanwhile adjourn the matter to Saturday.

An Interesting Habeas Corpus Case—A Mother Petitions the Court for the Custody of Her Child—The Application Denied, and the Reasons Therefor.

SUPREME COURT—CHAMBERS—AUG. 30.

Before Justice Sutherland.

A case of considerable interest, involving the care and custody of a child, was yesterday brought before Mr. Justice SUTHERLAND, sitting at Chambers and Special Term of the Supreme Court. The matter came up by way of the usual petition, and a writ of *habeas corpus*, which was granted thereon. The party to whom the writ was directed responded thereto, and traversed the allegations set forth in the petition, and yesterday the case came on for argument. The following is a brief

STATEMENT OF THE CASE:

Between five and six years ago an unmarried woman named Martha Brady made application at the house of one Andrew Leckler, in the upper part of this city, for relief. The weather was inclement, night was at hand, the applicant appeared almst famished, was poorly clad, and, moreover, she had in her arms a female child, aged about five months, which seemed to be suffering for want of the necessaries of life. Mr. Leckler and his wife took them in and fed them. Their first idea was to give the mother and child a little temporary relief. Upon inquiring more particularly into the condition of the unfortunates, they learned that Martha was desirous to get a situation in a respectable family where she could keep her child with her. An arrangement was accordingly made whereby the mother was to perform service for Mr. Leckler's family, and the child was to be cared for and supported by them. Soon after, it seems, Martha voluntarily resigned to Mr. Leckler all right and claim whatever to the child, and the latter was adopted and taken into the family. From that time she was treated the same as Mr. Leckler's own children. She received the name of Theresa, and the son and daughter of Leckler regarded the child as their little sister. She is an interesting girl, and all the family have become very much attached to her. Things went on smoothly enough until quite recently. Some Catholic priests have visited the mother of the child, and urged upon her the importance of having her placed under Catholic influence, so that she may be educated in that faith. The mother is a Catholic, but Mr. Leckler and family are not of that religious faith. The foster parents being unwilling to surrender the child when application for that purpose was made to them, the next step was to employ counsel to obtain a writ of *habeas corpus*, have the child brought into court, and the rights of the respective parties ascertained.

THE PARTIES IN COURT.

Mr. and Mrs. Leckler, their two children—a son and daughter somewhere in the "teens"—and the little girl in question, were all in court, and excited no little attention. From their appearance and conversation, we judge them to be a well-educated family. The little one was very neatly dressed, is highly intelligent and interesting for one of her years, and seems sincerely attached to her foster parents. After the reading of the petition and the answer thereto of the respondents, Mr. Justice SUTHERLAND, in order to better inform himself as to the facts of the case, called the mother, Martha Brady, to take a seat on the stand. She was not sworn, but in answer to questions put to her by the court, she stated substantially as follows:

THE MOTHER'S STATEMENT.

The child is about five years old; it has been with Mr. Leckler since it was five months old; I have resided a long time in that family; they have always treated my child the same as they did their own; they dressed it well and took good care of it; it could not be better taken care of; I was never married; I have been in the asylum for several months; I do not want the child myself—I cannot take care of it; but I want it placed in the Catholic Orphan Asylum where it can be educated in my own religious faith. Mr. Leckler and family are not Catholics. I do not take into consideration the temporal welfare of the child when I ask to have it removed from its present home; its temporal prospects are all that could be desired; but it is the spiritual welfare of my child that I am looking out for. I regard it as a religious duty to take it away from Mr. Leckler's influence; the child is there taught things which she ought not to be taught.

After the above statement was concluded, the court called

MR. LECKLER ON THE STAND,

who, being sworn, testified that Miss Brady came to his house something over five years ago, in a destitute condition; she had her child with her, and asked for some relief; his family took her in, supplied her wants temporarily, and inasmuch as she seemed steady and disposed to earn her living, they subsequently employed her, with the understanding that witness was to have the child, and bring it up and educate it as one of his own children; after a while the mother became insane, and, with great reluctance, he had to solicit a place for her in the asylum.

The court asked witness where he lived, what his occupation is, and if he had abundant means to support and educate the child. Witness said he lived in West Twenty-eighth-street, this city; that he was a produce merchant; he had two children of his own, who were then in court; and that he was abundantly able to rear and educate the child. He further said that it was true he was not a Catholic, nor were any of his family, but that for some time past he had sent the child to the Catholic Church with his servant, so that the Catholics could not say that he was inculcating notions of the Protestant faith in the child's mind. A Catholic priest had visited him upon two occasions in reference to the surrender of the child. He was willing the girl should go and be taken care of and educated in any good and respectable family, notwithstanding the fact that the little one regarded himself and wife as her real parents; was very much attached to them and they were to her. She was in fact the daughter of nobody so far as the father was concerned—she was an unfortunate waif thrown out on the world, and he and his wife had claimed her as their child with the consent of the real mother.

Mr. Brown, counsel for the petitioner, then undertook to make an appeal to the sympathies of the court. He said here was a case of a mother coming into court and asking to have the care and custody of her own offspring; asking to have that to which she was entitled by the laws of nature, of God, and by the laws of all civilized nations—yea, and by the customs of nations the most rude and barbarous. Counsel was going on to enlarge upon this point, when the Judge cut him off by saying:

REMARKS OF THE COURT.

This was not a case where an appeal to one's sympathy could properly be made. If the mother of this child wished to have it, in order that she might train, educate and support it herself, he would not hesitate a moment; he would order it into her custody at once, and he would feel that he could not rest on his pillow at night if he made any other or different order. But the mother did not want the child; in fact, she was not in a condition to support and educate it if she had it. The Judge said he had been careful to inform himself on these points; it was for these reasons that he had called the mother to the stand. In her examination she had stated that she did not make the application to have the child taken from its present home on account of its temporal welfare, but that her solicitude was purely and wholly with regard to its spiritual education and welfare. She wished to have it placed in a Catholic institution, to the end that it might be brought up in that faith. The court said that these institutions were the means of great and permanent good; he would not say a word against them, and their beneficence was not called in question here. By the Constitution of the United States, and also of the State of New-York, the religious faith of persons could not be called in question. The court had no right to take cognizance of anything beyond the temporal welfare of the child. Under all the circumstances of the case, he thought that, for the present, the child must continue where it is; the mother to be allowed to visit it, at least as often as once a week; he therefore directed that an order be entered accordingly.

Decisions.

COMMON PLEAS—SPECIAL TERM—AUG. 30.

By Judge Cardozo.

Logan *vs.* Logan; motion denied, but plaintiff may have reference to ascertain facts and renew upon the coming in of the report if so advised. Feigel *vs.* Schuler; motion denied. Hendricks *vs.* Crocker; upon payment of $10 costs and disbursements on judgment and execution, and upon giving security to pay any recovery, the defendant may answer in five days after the order hereon; defendant also to stipulate to refer if plaintiff so elect, otherwise motion denied with $10 costs. Kershaw *vs.* Thistle; I think the clerk has decided correctly, except that one term should be added to the bill; the adjustment will be ordered accordingly. Power *vs.* Flanney; motion denied; $10 costs to plaintiff to abide the event; see memorandum.

By Judge Brady.

Pearl *vs.* Robitchek; see opinion.

SUPREME COURT—CHAMBERS—AUG. 30.

By Justice Sutherland.

In the matter of John F. Butterworth, receiver, &c. *vs.* the Island City Bank; order granted.

By Justice Barnard.

The New-England Steam and Gas-pipe Company *vs.* Gabor Naphagzi; bail reduced to $5,000.

MONETARY AFFAIRS.

Sales at the Stock Exchange—AUG. 30, 1865.

$3,800 U. S. 6s, 5-20s..C. Small	105	200 Erie Railway	86⅛
5,000 do ......Small	105⅛	300 do..2d call.s10	86⅛
60,000 do	106¾	100 do	86⅜
30,000 U. S. 6s, 5-20s. C. New Issue	105	100 Hud. Riv. R	109⅞
49,000 U.S. 5s, 10-40s. C.	97⅛	100 do	109⅝
40,500 Tr. Notes, 7 3-10s. First Series	99⅛	500 Reading R	104¾
56,000 U.S.6s, 1 Yr. Cer. New Issue	98⅛	100 do.........b30	105
5,000 North Car. 6s	72	200 do.........b10	104⅞
1,000 Missouri 6s	71⅛	700 do	104⅞
5,000 do	71⅛	100 Mich. Cen. R	106⅛
5,000 do	71⅛	200 Mich. S. & N. I	64
5,000 O. & M. Cer	24⅛	100 do	64⅛
5,000 Chi.& N.W.1stM.	80⅛	200 do	64¼
2,000 Chic. & A. 1st M.	95⅜	500 do	64⅜
5,000 At. & G.W.1st M. Ohio Division	96	400 do	64⅜
50 Metropolitan Bank	117	100 do......2d call	64⅝
30 Gallatin Nat. Bank	112	100 Ill. Cen. R.......s30	122
100 Cumb. Coal Pr	42½	100 Chic. & N. W.....s15	27⅛
300 do	42⅞	100 do.........b30	27⅜
200 do	42⅜	200 Chic. & N.W.Pr	62⅛
100 do..........s30	42⅜	100 do..........s15	62⅜
500 do	43	200 do......2d call	62¾
100 At. Mail St. Co	145	200 Cleve. & Tol	100¾
400 Quick. Min. Co	54½	100 Chic. & R. I.....s10	108
100 N. Y. Cen. R	92⅜	100 do	108¼
200 do.......2d call	92⅜	100 do..........s30	108
100 Pitts.,F.W.& C..b10	97	100 do......2d call	108⅜
		200 Mil. & P. du C...s30	46
		100 do	46⅛
		200 do	46½
		100 do......2d call	46¼

SECOND BOARD.

$7,000 U. S. 6s, '81...C.	107	1100 Mich. S.& N. I. R	64⅛
10,000 do	107⅛	100 do	64⅜
7,000 U. S. 6s, '81....R.	107⅜	100 do......2d call	64⅜
1,000 Tenn. 6s	73⅛	100 Ill. Cen. R	123
1,000 North Car. 6s	71	200 do	123⅛
10,000 O. & M. Cer	24⅛	200 Cleve. & Pitts	71
100 N. Y. Cen. R	92⅜	200 do	71⅛
400 Erie R..........s30	86⅜	100 Chic. & N. W.....s5	27⅜
500 Reading R	105⅛	300 do	28
500 do..........s15	105	500 Chi. & N. W. Pr	62⅜
300 P., Ft. W. & C	97⅛	200 Mil. & Pr. Du C	48

OPEN BOARD—10 A. M.

$10,000 Amer. Gold..s3	144	500 Cleve. & Pitts	[illegible]
100 New-York Cen...s3	92¼	400 do..........b3	[illegible]
100 do..........c	92¼	500 do..........b10	[illegible]
300 Erie R	86½	400 do..........b3	[illegible]
100 do..........b3	86½	100 Chi. & N. W......s3	[illegible]
900 do..........s3	86⅜	100 do	[illegible]
1100 do	86⅜	300 do..........b3	[illegible]
200 Hud. Riv. R......s3	109	200 Ch. & N. W. Pr	[illegible]
600 Reading R	104¾	100 P.,Ft.W. & C......s3	[illegible]
300 Mich. S. & N. I	64	100 Mil. & P.du C.R	[illegible]
300 do	64⅛	100 do..........b3	[illegible]
100 do..........b3	64	100 Mariposa M. Co	[illegible]
600 do..........s3	63⅞	100 do..........b3	[illegible]
100 Chic. & R. L....s10	108⅛		

OPEN BOARD—1 P. M.

$20,000 Ohio & M. Cer..	24½	100 Chi. & R. I	[illegible]
300 N. Y. Cen. R	92⅜	100 do	[illegible]
800 Erie R	86⅜	100 P., Ft. W. & C....s3	[illegible]
1100 do..........b5	86⅜	100 do	[illegible]
500 do..........s5	86⅜	100 do..........b3	[illegible]
500 do..........c	86⅜	100 do..........c	[illegible]
200 Reading R......s3	105⅛	100 Chi. & N. W. Pr	[illegible]
200 do..........b3	105½	100 do..........s10	[illegible]
200 M. S. & N. I. R ..b3	64⅜	100 Mil. & Pr. Du C	[illegible]
300 do	64⅜	200 do..........b3	[illegible]
100 do..........s3	64⅛	200 do	[illegible]
600 Cleve. & Pitts	71½	300 Cum. Coal Co	[illegible]
200 do	71⅛	100 Quick. Min. Co	[illegible]
3300 do	71⅜	200 do	[illegible]
900 do..........s3	71½	200 Mariposa M. Co	[illegible]

OPEN BOARD—3½ P. M.

$10,000 Amer. Gold.s60	142	100 Chic. & R. I	[illegible]
10,000 O. & M. Cer...s60	24½	100 Chi. & N. W	[illegible]
300 Erie Railroad	86⅜	100 do..........s30	[illegible]
100 Hudson Riv. R	109⅜	100 Chic. & N. W.Pr	[illegible]
400 Reading R......s3	105⅛	100 Mil. & P. du C	[illegible]
100 Mich. Cen. R	107	100 do	[illegible]
100 Mich. S. & N. L..s3	64⅛	100 Bur. & Quincy	[illegible]
400 do	64⅛	100 Cum. Coal.......s10	[illegible]
600 do	64⅜	600 do	[illegible]
300 do..........b3	64⅜	200 do..........s30	43
100 Ill. Cen. R	124	200 do..........s3	[illegible]
1300 Cleve. & Pitts	71⅛	100 do..........b3	[illegible]
200 do..........s5	71½	100 do..........b3	[illegible]
500 do..........b3	71⅜	300 Quick. Min. Co	[illegible]
500 do..........b30	71⅜	100 do..........s3	[illegible]
500 do..........s3	71½		

WEDNESDAY, Aug. 30—P. M.

There is no change in the price of Gold to-day. The quotation of sales 144@144¼ ℔ cent. The Gold Room is doing very little speculative business at present, owing to the trifling fluctuation, from day to day, in price. The Customs demand ran up to $735,500; part of this sum being left over in the office of the Cashier of the Custom House for want of time to send it into the Treasury. The whole receipts since Monday morning amount to $1,780,650, and another active day to-morrow (Aug. 31,) will make the total at this port for the month *thirteen millions*. This large demand for Gold from the importers would probably induce an upward speculation in the Gold Room, but for the belief that the Government is a steady seller of a portion of the heavy Customs receipts in the open market. There is no export demand for American Gold Coin. A few parcels, $163,000 in value, of miscellaneous Specie went out by the *Edinburgh* for England, to-day. After the dull and lower closing rates of Exchange for the Boston Cunard mail last night, there is not much disposition manifested to move, to-day, in anticipation of Saturday's steamer. The latest price for United States 5-20s abroad is ⅛ ℔ cent. firmer. The London and Frankfort quotations are now about equalized with New-York, but the orders are not such as to authorize any material advance here, and even if they were left discretionary, the supply of the original 5-20s now on the Street is too small to admit of heavy transactions. The price is 106⅞ to 107 ℔ cent. There is a better offering of the later issue, which will not serve abroad, at 104⅞@105 ℔ cent., and some domestic holders of the old, here and at the last one, making the exchange at 1½@2 ℔ cent. difference. The 10-40s, which pay their half-yearly gold interest on Friday, are firm at 97⅞@98, and the 6 ℔ cents. of 1881 are wanted at 107@107⅛ ℔ cent. Bills on London this afternoon are quoted 109@109⅛ ℔ cent., as the range of Bank and Bankers' signatures. Money is in free supply at 5 ℔ cent. at call, and 7@7½ ℔ cent. on approved merchant paper, 60 days to 4 months. There is a large amount of four months' paper supposed to be making through the Auction houses on their current Drygoods' sales to the Jobbers, but it is either cashed by the drawers, or is otherwise absorbed without finding its way into the Street to any marked extent. The jobbing trade continues very active this week, and the Drygoods houses have not been so busy for five years. The Importers and Jobbers of Sugars, Coffee and Teas are also doing an active trade. The arrivals of West India Sugars of the last crop extend later into the Summer than usual this season.

The Railway speculation was quite tame at the early Board, but there was little or no yielding in prices, and at the Second Board buyers were inclined to advance on Reading, Michigan Southern, Illinois Central and other Western Shares, while New-York Central and Erie were held steady. The market greatly puzzles the Street since the Ketchum affair, but for some days past has looked as though prices could not be beaten down to the point from which they took a fresh start soon after that explosion. The present chances would seem to be in favor of a September rise on the superabundance of Money. One or two of the Miscellaneous Stocks manifests the same disposition to speculate for an advance.

At 4 o'clock the following quotations were made, as compared with Tuesday afternoon. Governments closed in active demand. The Railways generally firm, though the business in them not very large. Gold a fraction firmer.

	Tues.	Wed.		Tues.	Wed.
U. S. 10-40s	98	98	N. West Pref	62⅜	62⅜
U. S. 5-20s	106⅜	107	Rock Island	108	108⅜
U. S. 7-30s	99⅛	99⅛	Fort Wayne	96⅜	97⅜
N. Y. Central	92⅜	92⅜	Cumb'land Coal	42⅜	42⅜
Erie	86⅞	86⅜	Quicksilver	54⅛	53⅜
Hudson	109⅜	109⅜	Mariposa	11⅛	11⅜
Reading	105	105⅜	Canton	38⅜	38⅜
Mich. Southern	64⅜	64⅜	Atlantic Mail	145	147⅜
Illinois Central	122⅜	124	Brunswick	10	10
Pittsburgh	70⅞	71⅛	Ohio Certificates	24⅛	24⅛
Northwest	27⅜	27⅜	American Gold	144⅛	144⅜

The following bids were made for the City Bank Shares:

Manhattan	120	Importers' & Traders'	88
Merchants'	109	Park	138
Phenix	95	Central National	106
Butchers' & Drovers'	120	Fourth National	98
National	112½	Ninth National	101
Commerce	104	Irving	106
Mechanics' Bkg. As.	98	Metropolitan	117
Mercantile	126	Grocers	115
American Exchange	113	Corn Exchange	106
Chatham	125	Continental	90
Bank of the Republic	103	St. Nicholas	90
Commonwealth	99		

And the following for the Railway Mortgages:

N.Y. Cen. 6s, 1883	94	Han.& St. Jos. Conv	78
N. Y. Cen. 7s, 1876	100⅛	Del. L. & W. 2d mort	103
N. Y. Cen. 7s, con 1876	100	Tol. & Wab. 1st M.Ex'd	87
Erie 1st M., x div., '68	102	Tol. & Wab. 2d mort	76
Erie 7s, 2d mort. 1864	103	Tol. & Wab. Equip Bds	80
Erie 7s, 2d mort., 1879	103	Mil. & P. du C. 1st M	94
Erie 7s, 4th mort, 1880	93¾	Galena & Chi. ex	102
Buf. N.Y.& E. 1stM, '77	94	Chi. & R. I. 1st mort	101
Hud.R.7s, 1st, M. '69	101	N. J. Cen. 1st mort	100
Hud. R. 7s, 2ds, S. F., '85	103	N. J. Cen. 2d mort	105
Harlem, 1sts, '69-72	102	Pitts., Ft.W.& C. 1stM	102⅛
Mich. C.new, 1sts, 8's, '82	110	Cleve. & P. 4th mort	73
Chi., B. & Q. 8 ℔ c. 1sts	110	Chi. & Alton 1st mort	95
Mich. So. 7 ℔ c. 2ds	89	Chi. & Alton Income	88
Alt. and T. H. 1st m	90	Atl. & Gt. West. 1st M	86
Alton & T. H. 2ds pref	75	Ohio & Miss. 1st mor	95
Chi. & N. W. Int. Bs	80	Mil. & St. Paul. 1st mor	77
Chi. & N. W. 1st M	80¼	Marietta & C. 1st M	86
Han. & St. Jos. L. G	90		

We take pleasure in saying by way of qualifying the reference of yesterday to the small dividends of the Savings Institutions, that the old Bank for Savings in Bleecker-street, while dividing but 4 or 5 ℔ cent. a year, the *regular interest* to depositors, has repeatedly, since the large and profitable introduction of U. S. Securities declared *extra dividends*, which practically raised the annual allowance to 8@10 ℔ cent. The law of the State places a limit of 10 ℔ cent. a year upon the declaration of interest on dividends. The same declaration in substance, if not in degree, no doubt holds good with the other old Savings Banks.

The day's business at the office of the Assistant Treasurer of the United States was as follows: Receipts, $4,025,975 74, including for Customs, $659,000; payments, $1,838,219 62; on account of Loan, $881,000; balance, $30,709,666.

BANKING AND FINANCIAL.

FOR SALE—Three hundred thousand dollars New-York Central Railroad Seven Per Cent. Convertible Bonds of eighteen hundred and seventy-six. Apply to JAMES H. BANKER, at the office of R. L. Cutting & Co., No. 19 William-st.

GENERAL MARKETS.

NEW-YORK, Wednesday, Aug. 30, 1865.

Receipts of the principal kinds of Produce since our last: 15 bbls. Ashes, 4,284 bbls. Flour, 361 bbls. and 350 bags. Corn Meal, 117 bushels Wheat, 22,060 bushels Corn, 150 bushels Rye, 10,662 bushels Oats, 1,868 pkgs. Provisions, and 50 bbls. Whisky.

ASHES—Have been very quiet, to-day at $7 50 for Pots, and $7 62½ for Pearls, ₱ 100 lbs. Stock, 730 bbls.

COFFEE—Is in fair request at full prices, including Java at 26c.@26½c.; Rio at 17½c.@21½c.; Maracaibo at 19c.@22c.; Laguayra at 21c.@22c.; St. Domingo at 17½c.@17¾c.; Native Ceylon at 23c. ₱ lb., in gold.

COTTON—Has been freely offered at drooping rates; the demand has been rather more active. Middlings close at 42c.@43c. ₱ lb. The receipts, thus far this week, have averaged 4,820 bales a day. Sales and resales, to-day, 2,100 bales.

FLOUR AND MEAL—State and Western Flour has been quiet to-day, at a further partial reduction of 10c. @20c. ₱ bbl., the market closing decidedly in favor of buyers. Sales since our last amount to 10,750 bbls., including very inferior to choice Superfine State and Western, at $6 70@$7 50; poor to choice Extra State, at $7 50@$8 20, chiefly at $7 60@$7 80; Round-hoop extra Ohio, inferior to good shipping brands, at $8 75@$9 ₱ bbl.

Superior State and Western	$6 70	@$7 50
Extra State	7 50	@ 8 20
Extra Illinois, Indiana, Michigan, &c.	7 65	@10 75
Extra Ohio, round-hoop, ship'g brands	8 75	@ 9 00
Extra Ohio, trade and family brands	9 00	@11 00
Extra Genesee	8 25	@11 00
Poor to choice extra Missouri	8 50	@14 00

Southern Flour is inactive at drooping prices. Sales since our last 650 bbls., at $9 30@$10 50 for poor to good, and $10 55@$14 for good to very choice extra brands, ₱ bbl. Canadian Flour is decidedly lower. Sales 350 bbls. Extra at $7 60@$11 ₱ bbl. Rye Flour is inactive, including Superfine at $5 50@$6 15 ₱ bbl. Corn Meal is in fair demand, at $5@$5 30 for poor to fancy Western, $5 15 for Jersey, $5 60 for Caloric, and $5 50 for Brandywine, ₱ bbl. Sales 650 bbls.

GRAIN—Wheat has been less active at a reduction of 2c.@3c. ₱ bushel. Sales 70,000 bushels, including Amber Michigan at $2 12; Red Western (Winter) at $2 05; Amber Wisconsin at $1 54@$1 56; Chicago Spring and Milwaukee Club at $1 50@$1 54; Amber State at $2 12@$2 13 ₱ bushel. Corn has been in good demand, but at decidedly lower prices. Sales 95,000 bushels at 85c.@93c. for unsound, and 93½c.@95c. for sound mixed Western, and 96c. for Yellow Western ₱ bushel. Barley and Barley Malt continue quiet and nominal. Western Oats have been in less request at 59c.@60c., and New State at 59c. ₱ bushel. Rye has been inactive, having been held above the views of purchasers.

Prices of Breadstuffs in New-York.

	Dec. 31, 1864.	Aug. 30, 1865.
Price of Gold	226	144¼
Superfine Flour ₱ bbl	$9 60@ 9 90	$6 70@ 7 50
Extra State Flour, ₱ bbl	10 00@10 40	7 50@ 8 20
Extra Western Flour, ₱ bbl	10 10@15 00	7 65@14 00
Extra Canada Flour, ₱ bbl	10 90@12 00	7 75@11 00
Southern Flour, ₱ bbl	10 60@15 00	9 30@14 00
Rye Flour, ₱ bbl	8 25@ 9 30	5 50@ 6 15
Corn Meal, ₱ bbl	7 75@ 8 80	5 00@ 5 60
White Wheat, ₱ bushel	2 55@ 2 70	2 15@ 2 35
Red and Amb. Wheat, ₱ bu.	2 20@ 2 50	1 48@ 2 12
Corn, ₱ bushel	1 76@ 1 90	85@ 96
Rye, ₱ bushel	1 70@ 1 72	1 00@ 1 08
Barley, ₱ bushel	1 80@ 2 05	1 00@ 1 30
State Oats, ₱ bushel	1 00@ 1 09½	50@ 60

HAY—continues in fair demand at 70c.@90c. for old, and 60c.@80c. for new, ₱ 100 lbs.

HOPS—Are in more request, at 18c.@50c. for inferior to fancy one-year old, and 40c.@60c. for new, ₱ lb.

LATHS—Have been in good demand, including Eastern at $2 40 ₱ thousand.

LIME—Rockland has been in better request, at $1 40 for Common, and $1 80 for Lump, ₱ bbl.

MOLASSES—Has been very quiet at previous quotations.

NAVAL STORES—Continue quiet, including Spirits Turpentine, within a range of from $1 20@$1 25 ₱ gallon; and Resin at $5 50@$17 50 ₱ 200 lbs.

OILS—Have been in less demand at irregular prices, including Crude Whale at $1 60@$1 70; Bleached do. at $1 70@$1 80; Crude Sperm at $2 30@$2 35; Unbleached do. at $2 40@$2 50; Lard Oil at $2 10@$2 15; Linseed at $1 39@$1 41; Red Oil at $1@$1 10; Grease Oil at $1 35@$1 45 ₱ gallon.

PETROLEUM—Continues in limited demand, at 31c. @32c. for Crude; 51c.@54c. for Refined, in bond; 69c. @72c. for do., free, ₱ gallon.

PROVISIONS—Pork is heavy and cheaper to-day. The demand is less active. Sales have been reported since our last of 5,750 bbls., in lots, at $30 50@$31 50, closing at $31 cash, for New Mess; $29 50@$30 50 for 1863-4 Mess; $27 50@$28 for Prime Mess; $31 for Thin Mess; $24 for Prime, ₱ bbl. Cut Meats continue in fair demand at 14½c.@16½c. for Shoulders, and 19c.@25c. for Hams; sales equal to 400 pkgs. Bacon is neglected and nominal. Lard is unaltered; sales 1,000 tierces and bbls. at 19¾c.@24¾c., the latter rate for choice ₱ lb. Beef is in good request at $10 50@$14 50 for Extra Mess; $8@$12 for Plain Mess; sales have been reported of 1,100 bbls. Prime Mess Beef is quiet to-day. Butter is in moderate demand at 30c.@35c. for poor to very good, and 40c.@45c. for fancy State, and 22c.@29c. for Western ₱ lb. Cheese is in request at 10½c.@16¾c. for poor to very choice, ₱ lb. We quote:

New Crop Butter.

Orange and Sussex—fresh pails, ₱ lb.	40	@45
Pennsylvania and River—fresh pails	40	@45
Half-firkin tubs—first quality	34	@38
Half-firkin tubs—second quality	32	@34
Welch tubs—first quality	33	@35
Welch tubs—second quality	30	@32
Firkins, New-York State—first quality yellow	34	@36
Firkins, New-York State—second quality yellow	32	@33
Firkins, Western—first quality yellow	27	@29
Firkins, Western—second quality yellow	25	@26
Grease Butter—original packages	15	@16
Western—light colored	24	@25
Western—common	22	@23

New Crop Cheese.

Factory-made Dairies—first quality	16¼	@16¾
Factory-made Dairies—second quality	15	@15¾
Farm Dairies—first quality	15	@15½
Farm Dairies—second quality	13¼	@14¾
Farm Dairies—common	11	@12
Orange County—flat skimmed	10½	@12¼

Prices of Provisions in New-York.

	Dec. 31, 1864.	Aug. 30, 1865.
Price of Gold	226	144¼
Mess Pork, ₱ bbl	$39 37½@$41 50	$29 50 @$31 50
Prime Pork, ₱ bbl	34 50 @ 35 25	— — @ 24 00
Hams, ₱ lb	19 @ 23	19 @ 23
Shoulders, ₱ lb	17½ @ 18	14½ @ 16½
Bacon, ₱ lb	20½ @ 26	17 @ 18½
Plain Mess Bf., ₱ bbl	19 00 @ 22 00	8 00 @ 12 00
Lard, ₱ lb	20 @ 24¾	19¾ @ 24¾
State Butter, ₱ lb	46 @ 60	30 @ 45
Cheese, ₱ lb	15 @ 24	10½ @ 16¾

SUGARS—Have been in fair demand at rising prices. Sales since our last 1,750 hhds. Cuba, &c., at 11½c.@14½c. Refined Sugars continue in good demand at 15½c.@20¼c. ₱ lb. Messrs. STUART now quote their refined Sugars, thus: Loaf, 20¼c.; best Crushed, 20c.; Ground, 19¾c.; White A, 19c.; Yellow, C, 18c. cash ₱ lb.

TALLOW—Sales since our last 95,000 lbs., at 14½c. @15½c., and 17,000 lbs. Grease at 15c.@16½c. ₱ lb.

WHISKY—Sales 750 bbls., in lots, at $2 19½ for State, and $2 20@$2 21 for Western, ₱ gallon.

FREIGHTS—A moderate business has been transacted in this line to-day. For Liverpool the engagements included 100 bales Cotton, at 5-32d. ₱ lb.; 7,000 bushels Wheat, at 5d.; and by steamer, 3,000 bushels do., at 6d. ₱ bushel. For Cork and orders, a Br. brig, from Philadelphia, with 2,300 bbls. Petroleum, on private terms. For Antwerp, an Austrian bark, with Petroleum, from Philadelphia, on private terms. The latest charters, according to the *Shipping List*, have been: A bark, 2,200 bales, from New-Orleans to Liverpool, ⅜d., or if to Havre, ⅜c.; a Br. schooner, 131 tons, to Jacmel and back, $1,400, half gold; one, 173 tons, to St. Johns, N. F., 30c. ₱ bbl., gold, and back from Lingan, Coal, $5 25; a schooner, from Georgetown, S. C., to New-York, Cotton, ⅜c.; one from Charleston to New-York, Cotton, ½c.; four from Elizabethport to Portland, Coal, $2 15@$2 25; four from Elizabethport to Boston, Coal, $2 25; one from do. for Salem, $2 25; one hence to Bangor, Corn and Flour, 6c. and 30c.; one hence to Calais, Flour, 30c.; one hence to Boston, Corn, 5½c.; one hence to Salem, Corn, 5½c.; one hence to Newburyport, Corn, 6c.; a Br. ship, 2,000 tons, to Melbourne; a Br. brig to Buenos Ayres, and a Br. bark, 263 tons, to Liverpool, Petroleum, on private terms.

LIVE STOCK MARKETS.

WEDNESDAY EVENING, Aug. 30, 1865.

The supply of animals has been heavy this week, especially of bullocks and sheep. The quality of beef cattle has been unusually poor, very few lots ranging above medium. Prices, however, have remained somewhat firm, or declining only about 1c. ₱ lb., dressed weight, on poor grades, and ½c. on the better class. Milch cows and veal calves are in fair demand and sell about as last week, or a trifle lower. The supply of sheep is very large, and prices are consequently somewhat depressed, ranging at 6c.@7c. ₱ lb., live weight. Good lambs are in demand at an advance of ½c. ₱ lb. Live hogs have been eagerly sought and command 12¼c.@13c. ₱ lb., live weight.

TOTAL RECEIPTS OF LIVE STOCK AND COMPARATIVE STATEMENTS FOR THE WEEK ENDING TUESDAY NIGHT, AUG. 29, 1865:

	Beeves.	Milch Cows.	Calves.	Sheep.	Swine.
This week	6,048	139	1,652	21,725	8,722
Last week	5,844	105	1,520	20,388	10,415
Two weeks ago	6,751	101	1,657	19,577	12,240
Correspond'g week last year	5,714	130	2,948	21,279	9,833

Weekly average of beeves for 1864 5,136
Weekly average of beeves for 1863 5,020
Weekly average of beeves for 1862 4,532

Total number of animals of all kinds received during the past week at the New-York City yards, 37,986; total received last week, 38,272.

Of the 6,048 cattle received during the past week, 4,369 were taken to the Washington Yards on Forty-fourth-street; 1,191 were sold over the river, at Bergen Hill, mostly on Saturday; 237 were yarded at BROWNING's, and 13 at O'BRIEN's, on Sixth-street; and 53 at CHAMBERLAIN's, and 185 were taken from the cars direct to butchers'-stalls.

The 4,369 bullocks yarded at ALLERTON's on Forty-fourth-street, are accredited as follows: 3,127 from Illinois, 338 from Ohio, 191 from Kentucky, 146 from Michigan, 137 from Iowa, 162 from Canada, 142 from Indiana, 126 from New-York.

These came in on the following routes: Harlem Railroad 2,644; Erie Railroad, 1,034; Hudson River boat, 394; New-Jersey Central, 210; on foot, 37.

198 cars of live stock were transported over the Erie Road, comprising 132 cars of beef cattle, 18 of hogs, 43 of sheep, 4 of horses, 1 of poultry—an increase of 65 car loads since last week.

CATTLE TRADE ON FORTY-FOURTH-STREET.

Four thousand two hundred and forty-seven head of beef cattle appeared upon the books, for the opening of this market on Monday morning, including all sales since Tuesday, however. The sales at Bergen Hill on Saturday were large, amounting to 1,191 head. Transactions were brisk on Monday until about noon, when the best lots being bought up, sales continued slow for the rest of the day and Tuesday. The quality of the cattle was the poorest offered for some time, ranging from medium downward. Drovers purchased at a high figure, and few of them were able to realize any great advance upon their purchasing prices, while some lost money. Had it not been for the cool weather of late, and the recent return of large numbers of our citizens from the country, the markets would doubtless have been still more depressed; but owing to these circumstances, the price of beeves fell only about ½c. ₱ lb. below last week's quotations. Only 50 head of fresh cattle arrived on Tuesday morning, which, with the number in the yards yet unsold, furnished an ample supply for Tuesday's trade. More than half the entire number received this week came from Illinois.

Taking the average of the sales, they were about as follows, the weight being estimated for the four dressed quarters:

	This Week.	Last Week.
Extra or premium	16½c.@17c.	17c. @17½c.
Prime	15c. @16c.	15c. @16c.
Medium to good	13c. @14c.	13c. @14½c.
Poor quality	10½c.@12c.	11c. @12c.
Poorest quality	8½c.@10c.	9c. @10c.
General selling price	12½c.@16c.	13c. @16c.
Average of all sales	13½c.@ —	14c. @14½c.

The following extracts, taken from our copious notes made in the yards during the progress of the sales, will give the distant reader an idea of the character of the transactions and the prices of the different grades of cattle:

E. HEINNEMAN sold 79 good Illinois steers at 13c.@15c., on an estimated 625 lbs. net.

T. C. EASTMAN sold 102 fair Illinois steers at 15c., on 700 lbs. net. Also, 34 good Ohio steers at 16c.@17c., on 800 lbs. net.

H. FLEISHAUER & Co. sold 91 ordinary to fair Illinois steers at 11c.@14c., on 600 lbs. dressed weight.

P. T. CARY sold 67 fair Illinois steers at 13c.@15½c., on 625 lbs. net.

S. GOLDSMITH sold CONEY & CONGER, at Bergen, 43 Indiana steers, for W. V. C. WOODS, at 13c.@16c. on 600 lbs.; also 69 fair Illinois cattle, for N. B. EMERSON, at 14c.@16c. on 625 lbs.; also here, 66 light Canada steers, for N. NICHOLS, at 12c. on 400 lbs.; also 43 thin Canada cattle, for JOSLIN, at 11c.@14c. on 475 lbs. net; also 274 good Illinois steers at 14c.@17c. on from 550 to 800 lbs. net; also 20 Canada cattle, for KIRKOVER, at 12c. on 525 lbs. net weight.

E. KELLY sold 23 Dutchess and Putnam County steers and heifers at 14c.@17c., on from 400 to 800 lbs. net.

WM. THOMPSON sold from good to prime Illinois cattle at 15½c.@16½c. ₱ lb., on 700 net. Also 19 bought up at the yards, at 14c., on 650 lbs. net weight.

Z. S. TERRY sold for J. STEEL 18 head of New-York steers and heifers, at 12c.@14c., on 400 to 600 lbs. net.

C. S. GLOVER sold 35 good Illinois steers at 15½c., on 700.

JOHN AYRAULT sold 19 head of State cattle, consisting of steers and oxen, at 12c.@16c. on 500 to 675 lbs. net weight. Also, for J. WHEELER, 20 cows and steers at 10c.@15c. on 450 lbs. net.

H. HURD sold 70 head of steers bought up at the yards here, part Illinois and part Ohio, at 15c.@17c. on 750 lbs. net.

HEALY & Co. sold 97 fair Illinois steers at 14c. on 650 lbs. net. Also, 17 Michigan and 20 Illinois steers at 14c. ₱ lb. on 650 lbs. net.

S. SHERMAN sold 7 Dutchess County cattle at 14c.@16c. per lb. on 650 lbs. net.

M. DALTON sold 40 fair Illinois steers, at 12c. ₱ lb., on 550 lbs. net weight.

N. B. EMERSON sold 50 fair to good Illinois steers, cows and heifers, at 12c.@16c. ₱ lb., on 400 to 900 lbs. net.

S. SCHUSTER sold 244 Illinois and 37 Michigan steers at 13½c.@15c., on 550 to 700 lbs. net.

T. GILLIS sold 51 Indiana steers, of good quality, at 16c.@16¾c. ₱ lb., on 725 lbs. net.

MILCH COWS.

The supply of milch cows this week, 139, compares with 105 last week. The demand still continues good, and the increased supply has produced no very marked decline in prices. Good to extra milkers bring $75@$95@$100 each; common, $60@$70; ordinary, $45@$50.

VEAL CALVES.

Veal calves have been in light supply, and the demand active. Good veals brought 11½c.@13c. ₱ lb. live weight; common, 10c.@11.

SHEEP AND LAMBS.

The supply of sheep has been larger than for several weeks past. Prices are lower than our last quotations, and range at 6c.@7c. ₱ lb. live weight. Good lambs in demand, at $5@$6 25 ₱ head, according to quality.

SHEEP DROVERS AT BROWNING'S.

From New-York—M. Monroe, 192; I. J. Miller, 73; Capt. John Smith, 53; D. Craig, 98; M. Bigelow, 76; Jenks & Brown, 310; Wm. Archibald, 66; C. Hoffman, 69; John Arkle, 50; Wm. Sadler, 121; B. Doren, 100; P. Delmater, 193; F. Snyder, 59; R. L. Empy, 219; J. N. Manning, 20; Peter Kiliner, 100; A. D. Tryon, 228; M. Dolan, 58; S. S. Abbey, 578; Till Brothers, 196; E. O. Stone, 200; John Davis, 144; N. Webster, 382; James Lightbody, 3; D. Poucher, 227; J. Voorheene, 118; J. S. & E. F. Sherman, 126; A. Freddenthall, 104; Capt. D. Miller, 15; Wm. Ostrander, 10; L. W. Wood & Co., 126; J. J. Platner, 108; R. D. Wilbur, 40; H. L. McGraw, 1; R. Cornell, 138; Geo. Spicer, 85; A. B. Archer, 28; R. N. Mills, 199; Henry Barrow, 195; W. S. White, 159; John A. Scott, 202; Wm. Heimers, 90; B. Richmond, 115; Charles & Terry, 103; Jno. Steele, 100; A. Rafroth, 193; Dewey & Johnson, 165; Boyce & Hunt, 417; D. Vunk, 215; E. B. Veit, 126; J. A. Rogers, 161; J. Simmons, 204.

From Michigan—John Elliot, 104; J. Hallock, 89; Wm. A. Coon, 437; G. C. Fish, 203. From Canada—John Simmons, 315; Robert Hume, 200; Wm. Caldwell, 186; W. H. Gilbert, 391; Wm. Jackson, 200. From Indiana—Robbins & Williams, 346. From Ohio—E. H. Mormser, 175; L. G. Byington, 281. From New-Jersey—Chas. Roffine, 66.

DAILY RECEIPTS.

Tuesday, 1,312; Wednesday, 1,443; Thursday, 2,300; Friday, 1,159; Saturday, 1,993; Sunday, 203; Monday, 2,471. From the following States: New-York, 7,278; Ohio, 466; Indiana, 346; Michigan, 833; Canada, 1,272; New-Jersey, 66.

ROBERT HUME reports the sales of 7,070 head of sheep for $36,602 94, or an average of $5 18 ₱ head, in lots as follows: 111 sheep and lambs, at $513; 368 sheep and lambs, at $1,574 50; 201 sheep and lambs, at $804; 354 sheep and lambs, at $2,339 52; 492 sheep and lambs, at $1,825 89; 100 sheep and lambs, at $443 50; 90 sheep and lambs, at $469 50; 182 sheep and lambs, at $879 27; 128 sheep and lambs, at $613 37; 50 sheep and lambs, at $264 50; 53 sheep and lambs, at $247,50; 164 sheep and lambs, at $572 43; 66 sheep and lambs, at $263 75; 69 sheep and lambs, at $261; 193 sheep and lambs, at $867 85; 151 sheep and lambs, at $1,168 63; 89 sheep and lambs, at $505 67; 100 sheep and lambs, at $652 97; 76 sheep and lambs, at $266 25; 227 sheep and lambs, at $1,056 62; 104 sheep and lambs, at $432 63; 383 sheep and lambs, at $2,011 88; 185 sheep and lambs, at $1,011 41; 196 sheep and lambs, at $864; 200 sheep and lambs, at $1,242 06; 118 sheep and lambs, at $591 38; 193 sheep and lambs, at $1,047 29; 164 sheep and lambs, at $1,038 50; 437 sheep and lambs, at $2,429 74; 186 sheep and lambs, at $1,168 62; 195 sheep and lambs, at $961 25; 365 sheep and lambs, at $2,024 61; 199 sheep and lambs, at $1,015 35; 391 sheep and lambs, at $2,125 50; 203 sheep and lambs, at $1,367 12; 194 sheep and lambs, at $1,012 25.

SHEEP RECEIVED AT O'BRIEN'S.

From New-York—Hugh Carten, 319; Warner & Co., 287; James Kingsbury, 446. From Ohio—Rockwell & Ives, 387. From Indiana—A. C. Richards, 393. From Canada—Hallett & Co., 448 head.

Sales by MCGRAW; 2,869 sheep and lambs, at $13,673 44, or at an average of $4 76 ₱ head, in lots as follows: 181 sheep and lambs, at $490; 137 at $650; 293 at $1,330; 88 at $535; 28 at $140; 15 at $48 75; 199 at $1,086; 40 at $219 58; 41 at $178 50; 85 at $397 12; 138 at $690; 126 at $493; 200 at $10 25; 126 at $677 25; 20 at $85; 228 at $867 45; 219 at $975 26; 346 at $2,168 75; 59 at $225 25; 38 at $157 50; 73 at $296 56; 90 at $394; 102 at $506 50; 78 at $248 62.

Cattle sold by MCGRAW; 77 head at $3,926,17; calves 223 at $5,140,37.

CHAMBERLIN reports the sale of sheep in lots as follows; 400 sheep and lambs at $7 25; 200 at $6 25; 350 at $6; 700 at $5 75; 246 at $5 60; 430 at $5 50; 660 at $5 25; 421 at $5 15; 336 at 5 08; 400 at $5; 670 at $4 87; 500 at $4 75; 210 at $4 50; 306 at $4 25; 851 at $4 12; 150 at $3 75.

LIVE HOGS.

Hogs have been in good request, and scarce, and prices have advanced from ⅜c. to ½c. since our last quotation.

G. W. DORMAN, Commission Broker, at the Fortieth-street yards, reports prices for the current week as follows:

	Live.	Dressed.
Corn hogs—prime	12¾c.@13 c.	15½c.@15¾c.
Corn hogs—medium	12½c.@12¾c.	15½c.@15¾c.
Corn hogs—light and fat	12¼c.@12½c.	15¼c.@15½c.
Still Hogs	12¼c.@12½c.	15¼c.@15½c.

Receipts—Erie Railroad, 1,488; Hudson River Railroad, 5,570; Camden and Amboy Railroad, 203; New-Jersey Central Railroad, 1,461; total, 8,722.

PERSONAL.

I INSERT THIS ADVERTISEMENT for the purpose of expressing my most sincere thanks to Dr. HENRY A. DANIELS, of No. 2 Union-square, for saving the life of my son, William Wells, by removing a congenital difficulty that interfered with urination. The child is two years old, and had been troubled from birth. His life was quite despaired of when he was operated on by the Doctor. EMILY WELLS, No. 63 West 33d-st., corner of 2d-av., New-York.

INFORMATION WANTED OF THE whereabouts of EDGAR WASHBURN, now or late a broker in this city. JOHN B. MURRAY, No. 23 Wall-st.

NEW PRIZE LIST NOW READY.—COLlections for all claims against the U. S. Navy, including PRIZE BAG MONEY, BOUNTIES and ARREARS OF PAY, collected at once. Call or address L. BROWN & CO., No. 2 Park-place, New-York City.

SOLDIERS DISCHARGED ON PARTIAL descriptive-lists, and all others having claims for arrears of pay, bounty, pensions or lost check-books, can have the same speedily adjusted and paid by applying at the banking-office of J. NELSON LUCKEY, No. 243 Broadway.

MATRIMONY.—WHY EVERY MAN SHOULD marry. Why every woman should marry. All may marry. To know, read "Illustrated Marriage Guide and Medical Adviser," by WM. EARL, M. D., 240 pp.; mailed everywhere, in sealed envelope, for 30 cents. Address No. 12 White-st., New-York.

U. S. BOUNTY DUE MEN ENLISTED in the Navy since July 4, 1864, also men transferred from the army to the navy, at the Banking office of J. NELSON LUCKEY, No. 243 Broadway. Also all payable are now being paid.

IRON AND WOOD PLANERS, LATHES, bolt-leathers, stationary and portable engines, sawmills, and other iron and wood working machinery, for sale by C. H. POLLACK, No. 149 Broadway.

GOLDORE—$1,000 CHALLENGE—T. J. CHUBB'S machines will take out more gold than any other Concentrating, Oxydizing, Regrinding and Amalgamating Machines, No. 99 Furman-st., Brooklyn, N. Y.

SITUATIONS WANTED.

FEMALES.

WANTED—BY A LADY WITH UNEXCEPtionable references, a situation to take entire charge of a house, or as companion to an elderly lady; references exchanged. Address HOUSEKEEPER, care of Mrs. Dr. Crane, 31 West 21st-st., stating residence, terms, &c.

WANTED—A SITUATION BY A RESPECTAble girl as a good cook, and is willing to assist in the washing and ironing in a private family; has the best of city reference. Can be seen at No. 113 East 38th-st., between Lexington and 3d avs.

WANTED—A SITUATION BY A PROTESTANT English woman, as first-class cook; understands cooking in all its branches; no objection to city or country; good city references. Can be seen for two days at No. 132 Elizabeth-st., in the rear.

WANTED—A SITUATION BY A YOUNG WOman as good cook, washer and ironer; good city references can be given. Call at No. 110 West 18th-st., in the rear, Room No. 8.

WANTED—A SITUATION BY A FIRST-CLASS laundress in a private family; can do French fluting; has the best of city reference; no objections to the country; can be seen at No. 46 West 13th-st.

WANTED—BY A TIDY GIRL, WITH EXCELlent city reference, a situation as cook and laundress; does up linens in excellent style; a good baker; wages $10. Call at No. 192 East 21st-st.

WANTED—BY A THOROUGH WAITRESS, with excellent city reference, a situation in a private family; takes charge of the silver and dining-room; wages, $10. Call or address 192 East 21st-st.

WANTED—A SITUATION BY A RESPECTAble English woman, as cook; is thoroughly competent in all its branches. Can be seen until engaged at No. 20 East 12th-st., near University-place.

EUROPE.—A LADY DESIRES TO RECOMmend her nurse to a family going to Europe; she is accustomed to travel, never sea-sick, an excellent nurse, and in every way desirable to a family about to travel. Call on or address NURSE, No. 55 Catherine-st., New-York.

MALES.

WANTED—A SITUATION BY A RESPECTAble married man, without family, as practical gardener or farmer; understands both perfectly; the care of greenhouse and grapery, the raising of all kinds of stock, the laying out of grounds, and is a first-rate hand over horses and a good steady driver; can take charge of any gentleman's place. The woman is a first-rate hand over milk and butter; is an excellent laundress; the best of reference. Address E. D., Box No. 215 Times Office, for three days. A lodge wanted. Both are Protestants.

WANTED—A SITUATION BY A YOUNG MAN in a banker's or stock broker's office; has had four years' experience, and is thoroughly conversant with all its duties, and also has an extensive acquaintance in the street; best of references given. Address E. T., Box No. 4,611 Post-office.

WANTED—A SITUATION BY A SINGLE MAN as coachman in some stylish family; understands the proper care of horses, and would keep things in good style; is a good driver; good reference given. Address W., Box No. 217 Times Office.

WANTED—SITUATIONS BY A HIGHLY REspectable man and his wife as coachman and gardener, wife as general servant or cook; unexceptional references given; no objections to go into the country. Address E., Box No. 207 Times Office.

WANTED—A SITUATION AS COACHMAN BY a man who thoroughly understands his business in every respect; can produce the best of city reference. Call or address M. C., No. 69 Liberty-st., top floor, Mr. Henry Van Schaick's office.

WANTED—BY A SINGLE MAN, A SITUATION as gardener; understands his business perfectly well, and the management of green-houses, fruits, flowers and vegetables. Address M. H., No. 15 John-st., seed-store.

WANTED—BY A SINGLE MAN OF LONG EXperience in the care and treatment of horses, a situation as coachman; would be willing and obliging; good references given. Address J. C., Box No. 219 Times Office.

WANTED—A SITUATION AS COACHMAN BY a sober, steady man; understands the care of horses and carriages; has the best of reference. Address M. L., for two days, Box No. 207 Times Office.

WANTED—BY A PROTESTANT SINGLE MAN, a situation as coachman and to assist in the garden; has good reference; country preferred. Can be seen at the Protestant Agency, No. 125 4th-av., near 13th-st.

WANTED—BY A PROTESTANT MAN A SITUation as coachman; has over nine years' reference from the last two places. Address G. K., Box No. 218 Times Office.

WANTED—A SITUATION AS WAITER IN A private family, by a very sober, capable person, who has the best of city references. Call at No. 215 West 26th-st., below 7th-av.

WANTED—BY A YOUNG MAN, A SITUATION as coachman in a private family; good city reference. Address A. G., No. 135 East 47th-st., for two days.

A COLLECTOR, WHO IS SKILLFUL, experienced and well recommended, offers to take difficult claims for collection on shares. Address COLLECTOR, Box No. 164 Times Office.

TO SHOE MANUFACTURERS.—A MAN fully competent to take charge of machine-sewing, nailed or otherwise, a situation as foreman. Address FOREMAN, Box No. 162 Times Office.

HELP WANTED.

SERVANTS WANTED.

Three English Protestant servants; one cook, one chambermaid and waiter, and one laundress, to go to New-Haven, Conn.; the best testimonials required for honesty and capacity. Apply on Wednesday and Thursday, Aug. 30 and 31, from 9 to 12 o'clock, at No. 7 East 25th-st., New-York.

WANTED—A GARDENER; AN INDUSTRIOUS man without children, who understands his business thoroughly, and is not afraid of work. If married, his wife as well as himself must bring unexceptionable references as to character and usefulness, and where they have been employed. Fancy gentlemen need not answer this advertisement. Address, stating name, wages and reference, HAMMOND, Box 1,876 Post-office.

A. T. STEWART & CO. WILL EMPLOY young men, 16 to 18 years old, of good character and education, who may desire to acquire a knowledge of the wholesale dry goods business; those residing with their parents will have the preference. Apply by letter, in the handwriting of the applicant, with reference. Broadway, Chambers and Reade sts.

TO LOCAL EDITORS.—WANTED—A LOCAL editor for an old-established Union paper, located in one of the pleasantest and thriving places in the State. Address LOCAL, Box No. 161 Times Office, stating what experience had and salary expected.

WANTED—AGENTS—$10 PER DAY—MALE OR female, to engage in a pleasant business at home. Only $2 to $5 capital required, and profits $3 to $10 per day. Address, sending two red stamps, for particulars, R. WAYVELL, Post-office Box No. 4,781 Chicago.

WANTED—A YOUNG MAN, 16 OR 18 YEARS old, as assistant entry clerk in a hosiery and notion house; must write well and be quick at figures. Address, with references, stating salary expected, Box No. 1,915 Post-office.

WANTED—IN A SMALL PRIVATE FAMILY, a girl to do general housework; must be a good cook, washer and ironer, and come well recommended; high wages to a really good girl. Apply at No. 254 Hicks-st., Brooklyn.

WANTED—A PORTER, WHO CAN PACK hosiery, make himself useful, sweep out the store, and is not afraid to work. Apply to WM. HANNAM, No. 6 College-place.

WANTED—AN ASSISTANT BOOK-KEEPER; one thoroughly competent and experienced. Apply by letter, giving address and references; also amount of salary expected. LATHROP, LUDINGTON & CO.

WANTED—IN A DRY GOODS STORE, AN active and intelligent young man, about 16 years of age. Address, with references, R. J., Box No. 169 Times Office.

BOY WANTED—TO LEARN THE WOOD ENgraving business: must have taste for drawing and be able to remain until he is of age. Apply to LOSSING & BARRITT, No. 7 Beekman-st.

WANTED—A WAITER; NONE NEED APPLY without the best city recommendations. Apply at No. 18 Waverley-place.

WANTED—BY A DRY GOODS IMPORTING-house, a smart boy for the office. Address OFFICE, Box No. 2,095 Post-office.

WANTED—A FIRST-CLASS COOK IN A BOYS' boarding-school. Apply at No. 502 Washington-st., from 2 to 3 o'clock on Friday, the 1st inst.

WANTED—A GIRL TO COOK, WASH AND iron for a private family, at Irvington, on Hudson River. Call at No. 31 Pearl-st., front office, third floor.

FIFER WANTED—A YOUNG MAN OR BOY, to play the fife in a military school. Apply at No. 502 Washington-st., from 2 to 3 o'clock, on Friday, the 1st inst.

WEAVERS WANTED.—TEN GOOD FANCY cassimere weavers wanted immediately. Apply to WILLIAM CLARK, Superintendent, Little Falls, Herkimer County, N. Y.

WANTED—CANVASSERS IN EVERY COUNTY to sell Powell's great national picture of "The Voters in Congress for the Constitutional Amendment." Thorough agents clear $100 to $200 per month. Send for circular, or call on POWELL & CO., 24 Bible House, N. Y.

A LARGE NUMBER OF GIRLS WITH good recommendations, wanted at the Select Servants' Institute, No. 138 11th-st., corner of 6th-av.; excellent situations ready for cooks, chambermaids, waitresses, laundresses, nurses and seamstresses.

TO ROAD CONTRACTORS.—WANTED, A responsible party to build a plank-road to connect Oil Creek Railroad with Pit Hole City, Venango County, Pennsylvania. Inquire at the office of Indian Rock Oil Company, No. 71 Broadway.

MISCELLANEOUS.

REYNOLDS TURBINE

WATER WHEELS

These celebrated water-saving and powerful wheels, of every capacity, promptly furnished for milling, manufacturing, mining, boring, pumping, &c., &c. A large assortment in stock. Wheels and machinery constructed for mule carriage into the mountains. Streams gauged and plans made. TALLCOT & UNDERHILL, Hydraulic Engineers, No. 170 Broadway, New-York.

ALL SIZES NEW EASY WALKING CRUTCHES.—Hartman's patent elastic rubber crutches are pronounced by all who have used them to be the greatest improvement ever made to aid and comfort the lame. Physicians who have examined them testify that they are the only crutches ever made on natural, scientific principles. Any number of testimonials from those who have used them to be seen at the salesroom, No. 476½ Broadway, between Broome and Grand sts., New-York. Wholesale and retail. GEO. W. LOVEJOY, M. D., Sole Proprietor.

KNICKERBOCKER ANTHRACITE COAL COMPANY.

Offices, No. 416 Broadway, corner Canal-st. We are now delivering our superior Lehigh coal to stockholders at $6 50 per ton, screened.

PURE COUNTRY COWS' MILK, AND NO other, is served to families by the Rockland County and New-Jersey Milk Association, from their offices, No. 146 East 10th-st., and corner of 37th-st. and Broadway. References to any of our customers, or come and see our system to keep it pure as cows give it. S. W. CANFIELD, Agent.

INSTRUCTION.

IDLEWILD.

Mrs. N. P. WILLIS will reopen her school, in which there are a few vacancies, Sept. 30.

Address Moodna, Orange County, N. Y.

MADAME C. MEARS will reopen her English and French Boarding and day school, No. 224 Madison-av., New-York, on WEDNESDAY, Sept. 20. Address by letter as above till Sept. 11, when Mme. C. M. will be at home.

MORRIS FEMALE INSTITUTE, MORRISTOWN, N. J.

"It is one of the best institutions in the neighborhood of New-York."—*Ed. N. Y. Com. Advertiser.* C. G. HAZELTINE, Principal.

MRS. OGDEN HOFFMAN'S English and French Boarding and Day School for young ladies, No. 17 West 38th-st., New-York, will reopen on THURSDAY, Sept. 21. Address until Sept. 14, Lenox, Mass., after that date as above.

MRS. SYLVANUS REED'S French and English Boarding and Day School for Young Ladies, No. 11 West 36th-st., will reopen on the 20th September. Address as above for circulars.

GARDNER INSTITUTE.—ENGLISH and French boarding and day school for young ladies, No. 16 East 28th-st. (bet. Madison and 5th avs.) will reopen Sept. 19. C. H. GARDNER, Principal.

PROF. L. J. BOECK'S SCHOOL OF ENGINEERS AND CHEMISTS, No. 161 5th-av., corner 22d-st., New-York. Pure and applied mathematics, civil engineering, architectural engineering, mechanical engineering, mining engineering, general and analytical, technical and agricultural chemistry, geology and metallurgy. All modern languages taught and spoken. A preparatory class connected with the institution. Commencement first MONDAY in September. For circulars and information, direct to Box No. 32, Station H, Yorkville, N. Y.

MR. YOUNG'S BOARDING SCHOOL FOR BOYS, CHILTON HILL, ELIZABETH, N. J. Will re-open, Sept. 4.

CHEGARAY INSTITUTE, NO. 70 MADISON-AV. French and English Boarding and Day School for young ladies. This institution, founded in N. Y. 1814, will reopen Sept. 20, under the direction of Mme. L. B. PREVOST.

MRS. FITZ-HENRI'S English and French Boarding and Day School for young ladies and children, No. 40 Irving-place, near Gramercy-park and Union-square, will reopen on WEDNESDAY, SEPT. 20.

MRS. WILLIAMES' English and French Boarding and Day School for Young Ladies, No. 26 West 39th-st., will reopen WEDNESDAY, Sept. 20.

THE MRS. AUBERT'S SCHOOL FOR YOUNG LADIES, No. 238 East 13th-st., (Old No. 146,) will be reopened THURSDAY, SEPT. 21.

PENNSYLVANIA MILITARY ACADEMY AT WESTCHESTER.—The duties of this institution will be resumed on THURSDAY, Sept. 7, at 4 P. M. Cadets may pursue either a classical or scientific course of study under experienced and thorough instructors. In the primary department the usual English branches are taught. Military instruction is given in the three arms of the service. The academy is furnished with horses, for cavalry and horse artillery exercises. All the appointments of the institution are of the first order, and no expense or effort is spared to advance the education and military training of the cadets. The religious instruction of the cadets is carefully attended to. For circulars apply to Col. THEO. HYATT, President of the Pennsylvania Military Academy.

GERMAN-AMERICAN INSTITUTE, Young Ladies' Department, No. 445 West 22d-st; Young Gentlemens' Department, Nos. 367 and 371 West 23d-st. The new term will begin on MONDAY, 11th of September. The principals will be ready to receive day scholars and boarding pupils from the 1st of September. Regular school stages will facilitate the communication with the eastern portion of the city. Copies of the programme, containing full particulars, may be had at Ivison & Phinney's, No. 48 Walker-st.; at B. Westermann's, No. 440 Broadway; at T. W. Christern's, No. 763 Broadway, and at the Institute. H. GEREKE, P. D.; ROSALIE T. HERRMANN, T. SHUTZ, P. D.

THE ENGLISH AND SPANISH POLYTECHNIC INSTITUTE, Weehawken Heights, New-Jersey, C. VILLAVERDE, A. M., Principal, reopens on the 11th of September next. This is the best school to learn languages. Boarders and day scholars are received at any time. Circulars may be had at No. 40 Exchange-place, of Mr. F. YZQUIERDO, and at the Institute.

MR. E. A. GIBBENS' CLASSICAL AND MATHEMATICAL SCHOOL FOR BOYS will open Sept. 18, 1865, at No. 54 West 32d-st., corner of Broadway. Particular attention is paid by Mr. GIBBENS to preparation for College and the Scientific School. For references, circulars, &c., apply on the premises after Sept. 3, and previously by letter to Box No. 3,201 New-York Post-office. A few private pupils received.

YOUNG LADIES' INSTITUTE, MAPLEwood, Pittsfield, Mass., will commence its twenty-fifth academic year Sept. 21, 1865. The excellence and permanence of its corps of instruction, its superior facilities for physical culture, and the beauty and salubrity of its location, are widely known. For circulars address Rev. C. V. SPEAR, Principal.

KINDERGARTEN.—THE PRIVATE SCHOOL for Children, on the Kindergarten plan, will reopen WEDNESDAY, Sept. 20, 1865, at No. 70 West 37th-st., between 5th and 6th avs. Circulars can be obtained at the principal bookstores. For further information, address Miss E. M. COE, at the above place, or call at any time after Sept. 5.

COLLEGIATE AND ENGINEERING INSTITUTE, No. 18 Cooper Union, New-York.—Individual instruction, special preparation for any college or scientific school, academic, collegiate, civil and mechanical engineering courses given. Fall term begins Sept. 4. Open day and evening. Prof. J. G. FOX, A. M., Principal.

BUSINESS EDUCATION FOR FOUR BOYS.—E. F. CARTER, A. M., Principal of Commercial College, Pittsfield, Mass., will receive into his family four boys, to educate for business. References: J. D. Adams, Esq., No. 30 Wall-st.; T. S. Berry, Esq., No. 593 Broadway. Circulars obtained of these gentlemen.

BALLSTON SPA ACADEMY, SARATOGA COUNTY, N. Y.—A select commercial and classical family boarding-school for boys. Expense, $50 per quarter. Pupils are taken into the family of the principal. Next term begins MONDAY, Sept. 11. Address Rev. JAMES GILMOUR, A. M.

ERASMUS HALL ACADEMY, FLATBUSH, L. I., will reopen Sept. 4. Large shaded playgrounds, and facilities for obtaining a thorough academic education, English and classical. Address E. T. MACK, Principal. FLATBUSH, L. I., Aug. 7, 1865.

COTTAGE HILL SEMINARY FOR YOUNG LADIES, Poughkeepsie, N. Y. Rev. GEORGE T. RIDER, A. M., Rector. This very select and limited English and French school reopens on WEDNESDAY, Sept. 13. Circulars, with references, may be obtained at Appleton's, Broadway, or of the Rector, by post.

MISS A. VAN WAGENEN'S BOARDING and day-school for young ladies, No. 8 East 37th-st., will reopen on WEDNESDAY, Sept. 20. Address as above until Sept 5, after which Miss V. W. will be in town.

WHITE PLAINS INSTITUTE—WHITE Plains, Westchester County, N. Y.—Rev. R. W. HARRIS, D. D., Principal. The Fall term of this selectt boarding school for boys will commence on WEDNESDAY, Sept. 13, 1865. For circulars address principal.

SOUTH BROOKLYN FEMALE SEMINARY—No. 252 Clinton-st., reopens Sept. 13. The boarding department offers superior advantages to young ladies from abroad. A. W. MOREHOUSE, A. M. Principal.

THE NEW-YORK HIGH SCHOOL, EBBITT HALL, Nos. 55, 57, 59 and 61 West 33d-st. English, French and Classical. Pupils prepared for business, college, West Point or the Naval School. Reopens on WEDNESDAY, Sept. 13. P. M. W. REDFIELD.

MISS HAVENS WILL REOPEN HER French and English, Boarding Day School for Young Ladies, on MONDAY, Sept. 18, at No. 250 Madison-av. Letters directed to her residence will receive immediate attention. She will be at home after Sept. 7.

THE ABBOT COLLEGIATE (FORMERLY "the Spingler") Institute, for young ladies, Park-av., corner of 38th-st., will reopen THURSDAY, Sept. 21. GORHAM D. ABBOT, Principal.

MILITARY ACADEMY, TARRYTOWN, on the Hudson.—Fall term will commence, Monday, Oct. 2. For circulars apply to the Superintendent, Gen. M. J. LOCKWOOD.

THE MISSES GREEN WILL REOPEN their school for young ladies, at No. 1 5th-av., first door from Washington-square, on WEDNESDAY, Sept. 20.

MILITARY, CLASSICAL AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y. Fall term opens on MONDAY, Sept. 4. For circulars address C. RUTHERFORD, A. M., Principal.

MRS. C. M. WHITE.—FAMILY SCHOOL FOR young ladies, at Rose Hill, Danbury, Conn., will reopen Sept. 15. Circulars forwarded on application. Number limited to 15.

MISS SCHENKBERG DESIRES TO FILL a few vacancies in her class of young ladies, which will open on WEDNESDAY, Sept. 20, at No. 107 (old No. 65) West 21st-st.

THE MISSES HENDERSON WILL REopen their boarding and day school for young ladies, on MONDAY, the 4th of September, at New-Rochelle, New-York.

MRS. MARY RODGERS GRIFFITTS, having enlarged her private classes, will open a French and English day school for young ladies, on the 20th of September, at her residence, No. 106 West 42d-st.

NO. 174 WEST THIRTY-SEVENTH-ST. —The Misses PALACHE will reopen their French and English boarding and day school on MONDAY, 11th September.

THE MISSES MARSHALL'S SCHOOL, No. 141 West 38th-st., will be reopened on MONDAY, Sept. 11.

REV. J. H. TYNG'S SCHOOL FOR A limited number of boys, will reopen at No. 907 Broadway, on MONDAY, Sept. 11. Until then address at No. 184 West 24th-st.

E. DE CRAUZAT'S FRENCH AND ENGLISH SCHOOL for Young Ladies and Children, No. 56 East 26th-st., will open Sept. 19.

THE MISSES WALKER WILL REOPEN their day school for young ladies, No. 132 Madison-av., on WEDNESDAY, Sept. 20.

THE MISSES BUCKNALL'S ENGLISH AND French boarding and day school, No. 3 West 37th-st., second door from the 5th-av., will reopen Sept. 18, 1865.

FAMILY BOARDING SCHOOL—AT HACKensack, N. J. WM. WILLIAMS, Principal. Number limited to twelve. Will reopen on MONDAY, Sept. 4.

MISS MEEKER'S FRENCH AND ENGLISH Boarding and Day School for Young Ladies No. 32 West 40th-st., will reopen on Monday, Sept. 18.

MISS BALLOU'S ENGLISH AND FRENCH School for Young Ladies, No. 24 East 22d-st., will reopen on WEDNESDAY, Sept. 20.

A HOME FOR SIX BOYS, WITH SPECIAL CARE and instruction. Rev. JAS. TUFTS, Monson, Mass.

INSTRUCTION.

COLUMBIA GRAMMAR SCHOOL.—NOS. 327 and 329 4th-av. Rev. Dr. GEORGE W. BACON, LL.B., Principal; Dr. RICHARD S. BACON, LL.B., Vice-Principal, with nine assistant instructors. Three departments—Classical, Commercial and Preparatory. All the advantages of the institution, including modern languages, gymnasium and military drill, are open to every pupil, without extra charge. Catalogues containing full particulars at the book-stores and School.

MRS. MACAULAY'S French and English Boarding and Day School for Young Ladies, No. 253 Madison-avenue, corner 40th-st., will reopen on WEDNESDAY, September 20th. Mrs. M. will be in town from Sept. 6. Until that time, address by letter as above.

ELOCUTION.

MRS. GEORGE VANDENHOFF will resume her teaching in schools, in New-York and its vicinity, in September. Private pupils and classes received at Mr. Vandenhoff's rooms, Gibson's Building, corner of Broadway and 13th-st.

THE RUTGERS FEMALE INSTITUTE, NOS. 487, 489, 491 FIFTH-AVENUE, NEW-YORK, will reopen WEDNESDAY, Sept. 20. H. M. PIERCE, President

MRS. AND MISS STEERS' French and English boarding and day school for young ladies, No. 56 West 11th-st., will reopen THURSDAY, Sept. 21. Mrs. Steers will be in town Sept. 8.

MRS. LEVERETT'S FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, No. 32 West 18th-st., will reopen on WEDNESDAY, Sept. 20. Applications may be made personally or by letter to Mrs. LEVERETT, at the above address.

MISS HAINES AND MADEMOISELLE de JANON

Respectfully inform their friends and the public that their English and French Boarding and Day School for young ladies and children, No. 10 Gramercy-park, will reopen on WEDNESDAY, Sept. 20. All letters addressed to No. 10 Gramercy-park will receive prompt attention.

YOUNG LADIES' COLLEGIATE INSTITUTE, WATERBURY, CONN.

A new building, with all the modern improvements; an ample corps of experienced teachers, and offers facilities equal to any in the country. For circular, address Rev. R. G. WILLIAMS.

SANS SOUCI SEMINARY.

BALLSTON SPRINGS, SARATOGA COUNTY, N. Y. This institution will commence its sixteenth annual session on WEDNESDAY, Sept. 13. A most thorough and extensive course of instruction, and a daily regard to physical and moral culture, together with the far-famed beauty and salubrity of the location, renders the San Souci all that can be desired for a liberal and complete course of solid and ornamental education for young ladies. For circulars or other information, address the Principal, Rev. D. W. SMITH, Ballston Springs, N. Y.

FRENCH AND ENGLISH FAMILY SCHOOL.

A lady who completed her musical education under eminent masters in London and Paris, and who has taught successfully for some years in this country, has vacancies for two young ladies in her family school of six. With unusual advantages for health and education, she can offer the attractions of a pleasant country home. Terms moderate, and unexceptionable references given and required. Address L. V. A., Box No. 225 Sing Sing.

MISS KENNEDY'S French and English Boarding and Day School for young ladies, No. 41 West 16th-st., New-York, will reopen September 20. Miss Kennedy receives a very limited number of boarding-pupils, who are under her own constant supervision, have a French resident governess, and every facility for acquiring a thorough and accomplished education. Address, as above, for circulars.

PRIVATE TUTOR.

Prof. E. TELLERING will be happy to receive, as day-scholars, at his recitation-rooms, No. 819 Broadway—established 1852—one or two young men of good habits, wishing thoroughly to acquire from a private tutor, French, Latin, English Grammar and Composition, History, Geography; also, German and Greek if required. Further particulars on application.

GERMAN, ENGLISH AND FRENCH SCHOOL, No. 1 West 26th-st., corner of Broadway. Reopening of the classes, MONDAY, Sept. 11.

FLUSHING INSTITUTE, Flushing, L. I. Boarding-school for boys. E. A. FAIRCHILD.

GRAMMAR SCHOOL OF THE UNIVERSITY, Opposite Washington-square; Primary, Commercial, Classical; opens Sept. 11. Circulars at No. 9 University.

YONKERS MILITARY INSTITUTE, A boarding-school for Boys, 16 miles above New-York, on the Hudson. Get circulars of W. H. Arthur & Co., No. 39 Nassau-st., N. Y., or of BENJAMIN MASON, Yonkers, N. Y.

GROVE HILL SEMINARY Great Barrington, Mass. The next year will commence Sept. 12, 1865. For circulars, address Mrs. M. W. ALLEN, Principal.

THE FERRIS FEMALE INSTITUTE, No. 155 Madison-av., corner 32d-st., Rev. ISAAC FERRIS, D. D., LL. D., President; Mrs. M. S. PARKS and Miss C. E. FERRIS, Principals, will reopen MONDAY, Sept. 18.

MISS COMSTOCK Will continue to receive a limited number of boarding and day pupils at her residence, No. 7 East 27th-st. Class reopens Sept. 20.

MRS. JOHN LORD'S FAMILY SCHOOL FOR YOUNG LADIES, IN STAMFORD, CONN., will reopen Sept. 15. Circulars forwarded on application.

THE LATE MRS. G. ANTHON CALLENDER'S French and English Boarding and Day School, No. 32 E. 21st-st., will reopen Sept. 20, under the charge and superintendence of Miss Armstrong, the former head governess, and will be conducted with the same teachers, and upon the same principles heretofore so successfully carried out.

AT NO. 62 BOWERY, SOLDIERS, BUSIness, merchants and clerks, are specially and privately instructed in book keeping, writing, arithmetic, &c., fully qualified for business. Terms, $15 to $20 per quarter, 13 weeks. From Ex-Gov. Huntington, Massachusetts: Col. Paine's long experience as a teacher, and his beautiful specimens of penmanship, cannot fail to have made him a thorough master of his profession.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—The Forty-second Annual Session of this well-known School of Engineering and Natural Science will commence Sept. 13, 1865. The New Annual Register, giving full information, may be obtained at D. APPLETON'S book-store, New-York, or from Prof. CHARLES DROWNE, Director, Troy, N. Y.

LESPINASSE FRENCH INSTITUTE, Fort Washington, 170th-st., Kingsbridge-road. French is the language of the school. English, Spanish, German, classics, commercial studies. Reopens Sept. 11. Circulars, No. 913 Broadway, drug-store; No. 42 Barclay-st., at C. A. ROBERTS'.

JOHN MAC MULLEN'S CLASSICAL, French, English and Primary School, No. 900 Broadway, corner of 20th-st., will be reopened THURSDAY, Sept. 14. Circulars at the bookstore of Mitchell & Seixas, No. 911 Broadway, and at Corwin's, No. 900 Broadway.

MISS OWEN RESPECTFULLY INFORMS her friends and the public that her English and French Boarding and Day School, for young ladies and children, Beekman Hill, No. 215 East 50th-st., will open on MONDAY, Sept. 11. All letters addressed as above will receive immediate attention.

MR. C. D. MORRIS, M. A., LATE fellow of Oriel College, Oxford, intends to reopen his school, at No. 53½ West 32d-st., on MONDAY, September 18. Circulars may be had at the school, or by addressing Mr. MORRIS, at Sing Sing, N. Y.

THE STOCKBRIDGE ENGLISH AND French Boarding School for Young Ladies will reopen Sept. 20. Young ladies are also received for a thorough course of musical instruction alone. For circulars, &c., apply to Dr. F. WELTER, Stockbridge, Mass.

EAGLESWOOD MILITARY ACADEMY, PERTH AMBOY, N. J.—Fall Session begins Sept. 14. For circulars apply to MARCUS SPRING, Proprietor; or JARED REID, JR., Principal.

MRS. BLIGH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 48 West 17th-st., will reopen on the 21st of September. Address as above, or to Box No. 848 Post-Office, Newport, R. I.

MADAME MARTINET'S FRENCH AND English Boarding and Day School for Young Ladies, No. 49 West 42d-st., between 5th and 6th avs., will reopen MONDAY, Sept. 18.

MISS ROSTAN'S FRENCH AND ENGLISH Boarding and Day School for young ladies, No. 30 West 25th-st., (opposite Trinity Chapel,) will reopen on WEDNESDAY, Sept. 20, 1865.

UNION HALL, JAMAICA, L. I.—THE Young Ladies' Department of this Institution commences its forty-ninth year on TUESDAY, Sept. 19. Miss STEVENS, Principal.

A FAMILY SCHOOL FOR TWELVE boys, at Riverdale, on the Hudson. For circulars address Z. M. PHELPS, late Principal of the Mt. Pleasant Academy, Sing Sing, New-York.

MR. VAN NORMAN'S FRENCH AND English Boarding and Day School for Young Ladies, No 5. West 38th-st., Murray Hill, two doors from 5th-av., New-York, will reopen Sept. 21. Address as above.

MISS F. B. PRIEST'S SCHOOL, NO. 203 (old No. 77) East 16th-st., near Stuyvesant-square, will reopen MONDAY, Sept. 18.

MISS RANNEY'S BOARDING AND DAY School for Young Ladies, Elizabeth, New-Jersey, will reopen on WEDNESDAY, Sept. 13.

MILITARY BOARDING-SCHOOL—White Plains, N. Y., one hour's ride from the city by Harlem Railroad. O. R. WILLIS, A. M., Principal.

MRS. BROWN'S ENGLISH AND FRENCH School for Young Ladies and Children, No. 71 West 23d-st., will reopen on TUESDAY, Sept. 19.

DR. BENJAMIN W. DWIGHT'S SCHOOL for boys, at No. 1,144 Broadway, near 26th-st., will reopen MONDAY, Sept. 18.

MISS MATTHEWS' BOARDING AND Day School, for Young Ladies, at White Plains, New-York, reopens Sept. 4.

SCHOOL FURNITURE.—A LOT OF SECONDhand school furniture for sale. Apply at No. 490 Hudson-st.

LAW SCHOOLS.

COLUMBIA COLLEGE LAW SCHOOL.—The eighth annual term of this institution commences at No. 37 Lafayette-place, New-York, Oct. 4. Graduates are admitted to the bar on presentation of their diplomas. For catalogues or further information, address THEODORE W. DWIGHT, No. 37 Lafayette-place, New-York.

INSTRUCTION.

Goldsmith

INSTITUTE, No. 756 BROADWAY. Penmanship, book-keeping, and business affairs. Positively last day for the reception of pupils at half prices. Lessons may be continued until Jan. 1. Open this evening until 10 o'clock.

POUGHKEEPSIE, (N. Y.) INSTITUTE, a Military Boarding School. C. B. WARRING, A. M., Principal. Opens Sept. 14.

MAPLE HALL.—PROF. ANDREU'S FEMALE Seminary, Jamaica, L. I., will reopen Sept. 4.

TEACHERS.

TEACHERS WANTED IN PETERSBURGH, VA.—A foreign gentleman wanted as music teacher; he will receive the patronage of the two largest female schools in the city, and as much private patronage as he can attend to; a stated salary will be paid, if desired; one who stands high in his profession must be secured. A French lady teacher also wanted; Episcopalian preferred. Address, with references, Box No. 3,661 New-York Post-office.

ADDRESS ALL APPLICATIONS FOR TEACHERS, SCHOOLS or PUPILS to the "NATIONAL TEACHERS' INSTITUTE, No. 486 BROADWAY." TEACHERS WANTED to supply SCHOOLS and SEMINARIES with suitable PRINCIPALS and ASSISTANTS.

A LADY, AN EXPERIENCED TEACHER of the English branches, French, arithmetic and penmanship, desires an engagement in a school or private family; has taught for twelve years in one of the first boarding schools of the city, and given private instruction in the best families; the highest reference. Address MISS L. C. G., Brooklyn Post-office.

WANTED—AN EXPERIENCED LADY TEACHer, for elementary branches; also a first-class lady teacher, for higher branches, and drawing and painting, for part of the day; member of a church preferred. Inquire of Rev. L. MOHN, No. 243 Garden-st., Hoboken, from 8 to 10 A. M.

WANTED—AS ASSISTANT TEACHER, A GENtleman competent to teach the classics and mathematics; some knowledge of French also desirable. Apply at No. 900 Broadway, corner of 20th-st., from 10 to 12 M., SATURDAY, Sept. 2.

A YOUNG LADY COMPETENT TO EDUcate children in various elementary studies and in music, desires a situation in some respectable family or in a school. Address PRECEPTRESS, care Dr. J. Harris, No. 148 East 34th-st.

ONE OR TWO GENTLEMEN WISHING to acquire a good knowledge of French and Spanish, constant practice, will hear of a competent teacher with whom they may board at a reasonable rate, by addressing H., Tutor, Station D.

WANTED—A TEACHER FOR A SELECT school in the State of New-York. Wages liberal. Apply to Messrs. WILSON & CO., No. 146 Greene-st., Jersey City.

WANTED—BY A GRADUATE OF YALE, A SITuation in New-York as teacher or private tutor. Address W. A. W., New-Haven, Conn.

PUBLIC NOTICES.

UNITED STATES INTERNAL REVENUE,

Eight District, New-York.

TAX ON INCOMES,

PLATE, CARRIAGES, &c.,

AND ON

LICENSES.

The Collector gives notice that the tax on incomes of the year 1864, and on plate, &c., and on licenses, is

NOW DUE AND PAYABLE.

Payment within TEN DAYS after the 1st day of September is hereby

DEMANDED.

OFFICE, NO. 923 BROADWAY.

Office Hours, 9 to 4 o'clock.

G. P. PUTNAM, Collector.

Dated NEW-YORK, Aug. 25, 1865.

UNITED STATES INTERNAL REVENUE.

FIFTH COLLECTION DISTRICT, STATE OF NEW-YORK.

VIIth, Xth, XIIIth, and XIVth Wards of the City of New-York.

Pursuant to the provisions of an act entitled, "An act to provide Internal Revenue to support the government, and to pay interest on the public debt, and for other purposes," approved June 30, 1864, as amended by the "Act of March 3, 1865," notice is hereby given to all persons liable to pay duties and taxes, under said act, in the Fifth Collection District of the State of New-York, that the Collector of said district has received from the Assessor thereof, his annual collection list for the year ending April 30, 1865; that the duties and taxes assessed by said Assessor have become due and payable; that the said Collector will attend to receive the same at his office, No. 561 Broadway, in the City of New-York, daily, (Sundays excepted,) from the 21st day of August, A. D. 1865, until the 11th day of September, A. D. 1865, between the hours of 9 o'clock A. M. and 4 o'clock P. M.

Dated NEW-YORK, Aug. 10, 1865.

JOSEPH HOXIE, Collector of Fifth District, State of New-York.

N. B.—Said duties and taxes may be paid at any time before the period above mentioned.

UNITED STATES INTERNAL REVENUE, SEVENTH COLLECTION DISTRICT, STATE OF NEW-YORK, (XIth and XVIIth Wards of the City of New-York.)—Notice is hereby given, in pursuance of section 23 of "An Act to provide internal revenue to support the government, to pay interest on the public debt, and for other purposes," approved June 30, 1864, and amended by the act of March 3, 1865, that the annual list of valuations and enumerations of property subject to tax under said acts on the first day of May, 1865, has been returned to me by the Assessor of this district, that the duties and taxes thereon have become due and payable, and that I will attend for the collection of the same at my office, No. 27 Bible House, Astor-place, in the City of New-York, on and after the EIGHTEENTH DAY of AUGUST, 1865, until the THIRTY-FIRST DAY of AUGUST, 1865, inclusive, between the hours of 9 o'clock A. M. and 4 o'clock P. M., each day. The assessments on said list include the taxes on incomes and licenses, and payments may be made at any time before said period.—Dated NEW-YORK, Aug. 7, 1865.

MARSHAL B. BLAKE, Collector Seventh District, New-York

BOARDING AND LODGING.

BOARD WANTED—FOR THE WINTER, BY A gentleman and wife, in a private family where there are no other boarders preferred; best of reference given; terms moderate. Address W. W. G., Box No. 4,137 Post-office.

A FAMILY OF THREE PERSONS want an entire second floor, including bath-room, of a first-class house, with a private table; location between 4th and 6th avs., and not above 35th-st. Address Box No. 2,959 Post-office, for one week.

A SPACIOUS PARLOR FLOOR WITH private table, can be had by a gentleman and wife wishing to fully furnish and arrange permanently. Address Box No. 2,712 Post-office.

LARGE FURNISHED ROOMS TO LET, with board, to gentlemen and their wives, or single gentlemen, at No. 85 East 4th-st.; reference required.

BOARD.—WANTED, FOR A GENTLEMAN AND his wife, board in a respectable private family residing above 14th-st.; undoubted references given. Address A. W., Box No. 1,144 Post-office, New-York.

BOARDING.—TWO LARGE FINE ROOMS TO let with board at No. 25 Abingdon-square, to a gentleman and wife or single gentlemen; dinner at 6 P. M. References exchanged.

BOARD WANTED—FOR TWO GENTLEMEN, in a plain American family; one room, two beds, plain fare, and terms very moderate; permanent if suited. Address B., Box No. 133 Times Office.

BOARDING.—FURNISHED ROOMS TO LET to gentlemen; the house and location most desirable. Apply at No. 186 2d-av., between 11th and 12th sts.

COUNTRY BOARD.

BOARD AT CORNWALL.—A FEW FINE rooms, connecting or separate, will be vacant on the 1st of September; parties desiring good accommodations can make applicaton, by letter or by personal inspection of the rooms, at Linden Park, one mile from and in view of the river. C. H. RING, Cornwall, Orange County, N. Y.

COUNTRY BOARD—TWO GOOD-SIZED rooms, with double beds, neatly furnished, can be procured for four adults, at the farm of the subscriber. Terms, $8 per week. The location of the house is very agreeable; plenty of shade; fine scenery; pure mountain air. Daily communication with New-York by steamboat. Address H. E., town of Esopus, Ulster Co., N. Y.

SUMMER RESORTS.

THE PECONIC HOUSE, GREENPORT, L. I., will be open for the reception of Summer travelers and boarders June 1, 1865, under the direction of A. SMITH; good fishing, hunting, and bathing; also very fine drives.

HOTELS.

LANGHAM HOTEL, PORTLAND-PLACE.—This commodious hotel, the largest in London, is now open; it is situated on the most open and healthy site in the West End, with all modern improvements. Suites of apartments, salle à manger 100 by 40 feet, elegant ladies' room, a spacious sitting and writing room, etc. Within a short drive of all the railway termini. For terms to secure accommodation, address the manager. C. SCHUMANN.

FURNITURE.

ALL KINDS OF FURNITURE—MATTRESSES, BEDDING, LOOKING-GLASSES, &c.—Cheapest at SNEDEN & CAMPBELL'S, No. 263 Bowery, between Stanton and Houston sts. Call and save money. Goods warranted, and delivered free. Furniture en suite.

LOST AND FOUND.

LOST OR STOLEN—PASS-BOOK NO. 39,087 OF the Emigrant Industrial Savings Bank. Application will be made to the bank for a new book on the 1st day of September, 1865.

ABRAHAM LINCOLN, Depositor.

The New-York Times.

NEW-YORK, THURSDAY, AUGUST 31, 1865.

THE NEW-YORK TIMES.

The price of the TIMES (Daily) is Four Cents.
To Mail Subscribers per annum.....$10 00
Including Sunday morning edition, $12.
THE SEMI-WEEKLY TIMES.
One copy 1 year.....$3 00
Two copies 1 year..... 5 00
THE WEEKLY TIMES.
One copy 1 year.....$2 00
Three copies 1 year..... 5 00
Fresh names may at any time be added to Clubs, both of the WEEKLY and SEMI-WEEKLY, at Club Rates.
Payments invariably in advance.
We have no authorized traveling Agents. Remit in checks or Post-office money-orders wherever it can be done.
Address H. J. RAYMOND & CO., Publishers.

To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

Amusements this Evening.

BARNUM'S MUSEUM—(Winter Garden)—MAMMOTH FAT WOMEN, NOVA SCOTIA GIANT GIRL, THE CIRCASSIAN FAMILY, W. B. HARRISON, THE COMIC EXTEMPORANEOUS SINGER. Afternoon at 3, Evening at 7½—JOCKO; OR THE BRAZILIAN APE.

NIBLO'S GARDEN—ARRAH NA POGUE.

BLITZ'S NEW HALL, No. 720 Broadway—MAGIC AND VENTRILOQUISM.

IRVING HALL—ARTEMUS WARD'S Entertainments.

BROADWAY THEATRE—HAMLET.

NEWS OF THE DAY.

GENERAL NEWS.

The Wirz Military Commission resssembled yesterday morning. Gen. THOMAS, a member of the court, said he understood the prisoner had been handcuffed while in prison. He could see no necessity for such rigid treatment, especially as the prisoner is always attended by guards. Col. CHIPMAN explained that the handcuffing was at the instance of the counsel for the accused, as on the day counsel deserted him, he said he would never again appear in court, and as the prisoner seemed to meditate suicide. Mr. BAKER now saw no necessity for handcuffing the prisoner, and presumed that the continuance of it arose from misapprehension, and would not be repeated from anything heretfore said by the prisoner's counsel. Col. PERSONS, at one time commanding the post at Andersonville, showed that WIRZ was assigned to the prison by Gen. WINDER, and had full charge of it. The witness had subsequently prayed the Judge in the neighborhood to abate the nuisance, but was obliged to abandon the case at the instance of Gen. COBB. Several witnesses were examined as to the condition of the prison, and other facts in connection, when the court adjourned till Friday.

Two of our German singing clubs were entertained in a most hospitable manner in Philadelphia, on Tuesday last, by the Young Mannerchoir. About 2 o'clock in the afternoon, the Mannerchoir and their guests, in fifty barouches, preceded by a grand cavalcade, paraded through the principal streets of the city to Fairmount Park, and thence to ENGEL & WOLF'S farm, where the time was whiled away in dancing, singing and athletic sports. During the interval between the singing and the exhibition of some splendid panoramic views, a beautiful flag was presented to the Young Mannerchoir by their lady friends at the hands of Mr. WM. J. ALEXANDER. It was received on behalf of the club by their President, J. S. HEINS, Esq. A bountiful supper was then partaken of, after which the festivities wound up by a fine display of fireworks.

We have news from Cape Haytien to the 22d instant. The rebels had captured Fort St. Michael on the harbor, thereby compelling GEFFRARD'S troops to evacuate Petite Ange and stop the bombardment of the town. Some blockade-running vessels had got in during the night time and furnished the people with some pressing necessities. The white people were in great danger from the insurgent blacks, who took every opportunity to kill such as they could find outside the town, or in any unprotected place. Three of GEFFEARD'S officers had been coaxed away from the American Consul's house, and deliberately murdered.

Lieut. HAHN, an officer sent on special duty through the northeastern portion of North Carolina, has returned to Raleigh. He reports that in the portion of the State visited by him a perfect reign of terror exists. The freedmen are maltreated and even murdered with impunity, and those who treat them decently are subjected to suspicion and violence. One man, an ex-officer in the Union service, was compelled to fly for his life because he proposed to pay a colored servant wages instead of handing the money over to his former master.

The Albany and Susquehanna Railroad was opened to Oneonta, a distance of eighty-two miles, on Tuesday last. Fifty-eight miles more will complete the road to Binghamton.

The United States Telegraph Company have lately opened offices at Waverley, Elmira and Corning; and will soon be in communication with all important points on the Erie road.

The expenses of the City Government of Brooklyn for next year are estimated at $2,770,284 60. The erection of a new Police Headquarters is contemplated at an expense of $15,000.

A considerable fire occurred in New-Haven yesterday. A saddlery and hardware shop and a pianoforte manufactory were nearly destroyed; loss about $60,000 in all.

Two large hemp warehouses in St. Louis, were destroyed by fire on Tuesday night. The loss is estimated to be $325,000; insured, $250,000.

The New-Jersey Democratic Convention yesterday nominated Gen. RUNYON, of Essex County, for Governor. Their resolutions are of the era of 1832, when Gen. JACKSON, was President.

The Governor of New-Hampshire has invited a dozen or two of Governors to visit the New-England Fair, which is to commence next week.

Bishop KENRICK is very ill in St. Louis.

FROM EUROPE.

By the arrival of the steamship *Africa* at Halifax yesterday, we have two days' later intelligence from Europe. The poltical news is unimportant. The London journals are entirely occupied in discussing the prospects of the Atlantic cable; and, while acknowledging the great practical difficulties which lie in the way, they express the most sanguine expectations of ultimate success. Capt. ANDERSON, of the *Great Eastern*, in a letter says that it will require ten months to provide proper gear for lifting the Atlantic cable, and to make the necessary repairs to the *Great Eastern*. He suggested that the new cable should be made and laid in May next, and the old one be then picked up and repaired. He has every confidence in the future success of the cable, but thinks it useless to renew the attempt to lay it during the Winter months. The Suez Canal was opened on the 17th inst., and a vessel laden with coal passed from the Mediterranean to the Red Sea. The differences between Austria and Prussia, in regard to the Duchies, have been amicably settled.

LOCAL NEWS.

The Albany papers state that a young man named GEORGE WILLIS was arrested in that city Monday night, by Capt. CLINTON, of the Second Precinct, and Detective AUBUR, of this city. WILLIS was a clerk in the New-York Pension Agency office. On Saturday last the Pension Agent delivered $3,000 in government greenbacks to WILLIS for the purpose of having the same deposited in the bank. Instead of doing so, WILLIS took the next train for Albany. He passed through East Albany on the train, and proceeded to Troy, when he put up at the Mansion House. On Sunday morning he returned to Albany, and went to the house where he was arrested. WILLIS says he regretted the commission of the crime soon after getting on the train, and resolved to make every reparation. Accordingly on Monday morning he dispatched $2,000 of the money by express, to his employer. He felt easier after this, and as he says himself, proves that he was at least clever. When arrested he had $292. He has gone through about $700 since Saturday night. He is the son of a well-known Wall-street jeweler. As defalcations were all the rage in the Metropolis, he thought he would take a hand in.

Mr. PETER R. MUMFORD, a Wall-street broker, arrested some time ago on complaint of GREENLEAF, NORRIS & Co., who charged him with defrauding them to the amount of $28,200, by means of worthless checks given in payment for gold, was brought up yesterday at the Tombs Police Court for examination. His counsel adduced evidence to show that MUMFORD kept a large account in the bank on which the check was given, and that no fraud was intended. Justice DOWLING then ordered the prisoner to be discharged.

Commissioners ACTON, BERGEN and MCMURRAY, of the Metropolitan Police, heard eighty-eight complaints against their subordinates yesterday, and not in a single case was an officer shown to have been guilty of any more flagrant offence than the violation of a trivial rule of the department. Twenty-five hundred policemen, with all the dangerous elements of society hostile to them, and not a man shown to have flinched from the performance of duty, or to have committed an error in the execution of his orders!

A child, aged five years, named THERESA BRADY, was yesterday brought before Justice SUTHERLAND, of the Supreme Court, on a writ of *habeas corpus*. The writ was issued on the petition of the mother of the child, who desires to have it taken from a Protestant family and placed in a Catholic Orphan Asylum. The court refused the motion on the ground, among other reasons, that the mother, by her own statement, had not brought the case within the rule of law applicable thereto.

The inquest in the case of MRS. CATHARINE CLEEVES, burned to death in the fire which occurred in the store No. 16 John-street, on the afternoon of the 26th inst., was resumed yesterday. Some interesting evidence was given by Fire Marshal BAKER, as to the danger arising from the storage of ffreworks and their liability to spontaneous combustion. The inquest was then adjourned to 11 A. M., on Monday next.

The Fenian Brotherhood of Elizabeth, N. J., held a grand picnic at Sommer's Grove, yesterday. Some six circles of the order were present, and the visitors on the ground numbered nearly two thousand. Dancing and social games were duly indulged in, and several speeches made by leading officials in the Brotherhood. Everything passed off remarkably well, no disturbance occurring to mar the festivities of the day.

A motion was made yesterday in the Supreme Court to admit JAMES F. ORAM, who stands charged with the shooting of JOSEPH VAN DOREN, in Beaver-street, on the 29th of July last, to bail. The court will decide the motion on Saturday next.

Gold was steady yesterday at 144@144¼. The Customs Duties were again large, and business among the Importers very active. Government Stocks firm; the Railway speculations left off steady. Money easy at 5 @ 6 cent. to the Brokers. Exchange 109@109⅝ 30 cent. The August Customs Duties at New-York will reach about *thirteen millions in Gold.*

Wirz and the Union Prisoners.

We print a letter elsewhere from H. WIRZ, now on trial at Washington for unlawful cruelty to our prisoners at Andersonville. In this letter WIRZ shows that he begins to appreciate what it is to be a prisoner. Perhaps he can now understand something of the feelings of each one of the thousands of prisoners of war who died in his custody of exposure, starvation and disease to which he doomed them. *Their* "health was bad." *Their* "prison fare was not calculated to benefit a sick or suffering man!" But their sickness and their sufferings,—their horrible and ineffable torments, which a wolf could scarcely look upon without a shudder,—seem to have excited no feeling in his bosom, at the time they were inflicted, at all akin to that which *his* sufferings, infinitely less as they are, extort from him now. His whining over his own griefs is a fit sequel to his savage gloating over theirs.

WIRZ puts in a plea which, if true, will shield him from the punishment he so dreads. He asserts that the sufferings of our prisoners were not inflicted by him,—that they were unavoidable,—that the rebel government *could not* give them more food, or better shelter, or more kindly treatment than it did. This is just what the present trial is to test. If WIRZ merely obeyed his orders, and was holding his position, as he asserts, under duress, the fact will appear,—and then those who gave him the orders for what he did can be held responsible. And if the rebel government was compelled to expose its own troops in the same way, and to feed them in the same way, and to *kill* them in the same way, the fact can be proved before the tribunal at whose bar WIRZ is arraigned.

It is not necessary to anticipate the result. We have no doubt WIRZ will have justice done him. He will have a fair trial, and access to all the testimony he can command. If he is not responsible for what was done, he will be acquitted;—if he did it without orders, or in pusuance of any but the most explicit and peremptory orders from his superiors, we trust he will suffer the penalty justly due to the most infamous and most inconceivable series of crimes of which history makes any record.

Anonymous writers in British journals are endeavoring to create the impression abroad that rebel prisoners in Northern custody experienced treatment similar to that bestowed on Union men at Andersonville. Even a rebel must have waited until he was thousands of miles away, before he could muster courage to utter a falsehood so foul and so flagrant. If any case can be presented against an officer in charge of any Northern prison, in which any cruelty of any kind was practiced toward rebel prisoners,—or in which a single one of them died or *lost flesh* in consequence of maltreatment at our hands, we venture to say that the alleged culprit will have prompt trial and full justice awarded to him according to his deserts. No such pretense has ever been made here at home. The main reason why the rebels were anxious for exchanges during the war, was notoriously because *their* men were returned stronger and heartier than when they were taken, in exchange for the miserable wrecks and skeletons to which they had reduced ours.

We trust the British nobles and newspapers who are so vigilant in support of rebel honor, will give due attention to the developments of the trial now in progress at Washington. They will find in its records something quite as tangible and quite as reliable as the loose assertions and slanders of fugitive warriors from the rebel ranks.

OPERATIC DISCORDS—MAX AND THE PRESS.—We publish what may be styled a semi-official reply to Manager MARETZEK'S onset upon the *Herald*, made some days since. It comes avowedly from the "headquarters" of the hostile camp, and substantiates on that authority the main points which we suggested a few days since would probably prove to be the facts of the case. There seems to be very little foundation, except in Manager MARETZEK'S ingenious imagination, for supposing that he was either enjoying or suffering from a subvention of $20,000 a year at the hands of the *Herald*. He may congratulate himself on having that costly and uncomfortable delusion completely dispelled.

Now we hope he will go to work and give us the best possible opera season which his long experience and large resources will enable him to produce. He has learned how to do without newspaper assistance; let him repudiate all subventions, repel all exactions, treat newspapers just as he does the rest of mankind, attend carefully to his own business and leave journalists to do the same. He may rely upon it that if he has good artists and produces good operas, the public will find it out and will go to hear them, no matter what the *Herald* or any other newspaper may say. Indeed, we may so far let him into one of the grand secrets of journalism as to assure him that no newspaper is likely very long to declare that to be *bad* which the public declares to be *good;* if it does, it will have its labor for its pains. If he will avail himself of this hint, Manager MAX may have a good time of it. He has only to be virtuous, and he will be quite sure of being happy.

Vice in New-York---Virtue in Boston.

Were there anywhere in the world a great city like New-York, of a million people, in which every man was a model of all the virtues, every woman a type of all the graces, and every child had a clean face—in which all the merchants were governed by perfect honor, the servant-girls by honesty, the hotel-keepers by charity—and everybody by the golden rule—where there was neither bloated aristocracy nor morbid beggary—where everybody had bread and newspapers in abundance—where every street was always clean and all the sewers were ever sweet—where numberless rows of elegant residences furnished ideal homes for the whole population—where horrid epidemics never raged and chronic endemics were not—where, in short, only healthy saints flourished under perfect conditions, it is probable we might have gone to live there if it had been our fate to be born in Boston. It is possible we might not. The reasons impelling us to go there would be the analogies between such a city and Boston. The reasons bearing against our going would be the difference between Boston and such a city.

But, so far in the history of the world, the character of its great cities has been very mottled. No one of them has been virtuous or cleanly. All of them have been blotched with vice, disease and dirt. In each of them there have been knaves and fools. In all of them the devil has dominated; in none of them have the saints prevailed. Mercantile dishonor, trade trickeries, financial cheatings, assassinations, burglaries, arson, riotings, selfishness, drunkenness, wantonness—such things have been and are in all great cities. Streets that are neither swept nor garnished—hideous masses of houses, where woe-begone myriads lead woful lives—what great city of modern, or mediæval or ancient times has not been disgraced by them? Inequalities of fortune and circumstance, gross and crime-begetting—it is in great cities that the most painful extremes of this are found. All these characteristics and incidents might, in fact, be predicated of Boston, though it by no means takes rank among the world's great cities. It is not denied that they all belong to the great City of New-York.

But is this all that can be said of New-York? Is every thing that can be said of it of this character? One might almost fancy so from reading the Boston *Transcript*. The *Transcript*, professing to obtain its information from certain leading journals of this city, describes New-York as preparing itself at a double-quick pace for the fate that fell upon certain wicked cities of old. It is "becoming a mighty, rotten, unsavory sink of iniquity, a gigantic physical nuisance, whose annihilation by the rest of the country, according to the dictates of the law of self-preservation, and to guard against the spread of contagious gangrene, will soon be a necessity." Its journals are "constantly revealing corruptions so immense, wide-spread and seemingly irradicable, that it is becoming a matter of regret that FERNANDO WOOD did not succeed in taking the city out of the Union, provided it could at the same time have been taken off from the continent, and anchored in mid-ocean. Why all decent people living in it do not at once pack up and quit it, and why all decent people elsewhere do not avoid visiting it, as a festering, infectious, plague-smitten metropolis, it is difficult to understand." The *Transcript* says that "there appears to be some dispute about the census of the commercial emporium; but if things go on much longer as they are represented to be going on now, the dispute cannot be of long duration. There will be, or ought to be, no inhabitants deserving numeration, for any purpose save to get at the statistics of crime—just as the convicts in Sing Sing are counted. It is clear from the statements of New-York journals," continues the *Transcript*, "That the financial institutions are to be looked upon with constant suspicion; that whole sections are the resort of thieves, bullies and murderers; that the finest streets are crowded with 'hells' of every description; that the 'authorities' themselves are among the frequent inmates of the 'lock-ups;' that the social system is chaotic and thoroughly depraved; that from hackmen up to Common Councilmen, nobody is honest; that, in short, vice of every hue, dirty and disgusting, gilded and fascinating, in low places and high places, has taken entire possession of Gotham, and is holding therein an uninterrupted and perpetual saturnalia, night and day. From Wall-street to the Central Park, through all the highways and by-ways, all the forms of sin ever heard or dreamt of are stalking or skulking, smirking or fawning, laughing as madmen laugh, or swearing as the lost only can swear, without let or hindrance. Nor is this all. Disease of every kind is swelling the bills of mortality. The poor are living in dens worse than the Black Hole of Calcutta or the Libby Prison. The gutters are exhaling miasma enough to poison millions. The horse railroad cars are locomotive pest-houses and missionaries of pestilence. The cholera is probably coming, and every conceivable preparation has been made to give it a hearty 'reception.' Morally, New-York is fit for showers of brimstone. Physically, New-York is a metropolitan lazaretto."

The *Transcript* is kind enough to double the daily indictments preferred against New-York by certain of its own daily newspapers, but concludes by declaring that if they can be sustained by proof, on all the counts or on any count,

"It is high time somebody was up and doing. The reconstruction of the South should be indefinitely postponed. The horrors of Andersonville should be sent into oblivion. The ravages and sad consequences of the war should no longer cause a regretful word or a sorrowing sigh. The entire nation should be 'agitated,' until an universal public sentiment stimulates an universal activity to rescue New-York from the abyss on the edge of which it insanely indulges in its carnival of transgression and into which it must soon be hurled by the inevitable laws of retribution."

The error in all this Boston statement, apart from its rhetorical exaggeration, is in mistaking a part for the whole. New-York has miles of streets that are filthy and abominable; it has its Five Points, Water-street, Cherry-street, and so on; but it also has its hundreds of miles of beautiful, spacious and well-kept avenues, such as the Fourth and Fifth, and nearly all the streets above Bleecker, running across town. It has a great population crowded into rookeries, shanties, cellars, garrets, and detestable tenements of all orders of detestability; but it has also a hundred thousand families living in houses more elegant and commodious than can be found in any other city. It has dishonest financiers and hackmen; but in no city does there exist a higher standard of mercantile and financial honor. It has had a JENKINS and a KETCHUM; but has it not also had such specimens of Socratic virtue and philosophic poverty as the "lime-kiln man," now, alas! unhappily deceased? If it has gambling hells on its finest streets, has it not also heavenly tabernacles on *every* street? It has vicious men and women, but what proportion do they bear to its chaste women and brave men? In short, so small a proportion do its foul places, foul vices and foul people bear to its magnificent vistas, its stern morality, and its admirable citizens, that one might spend a life-time on Manhattan Island without knowing the existence of aught that was not fair and good.

Our newspapers make much ado about the foulness that does exist, simply that it may be purified; about the vice, merely that it may be expelled, and about the knaves, only that they may be extirpated, and that thus our great city may attain that absolute perfection which all others have failed to reach. The papers do not descant as largely upon those of its characteristics that are commendable, because they are seen and known to all men, and because of the inherent modesty and humility of the press and people.

We have thus far only written about vice in New-York. Concerning virtue in Boston, we have only to say that no doubt it may be found there.

The Piers of New-York—Their Condition at the Present Time—A Reform Needed.

If New-York, as the great commercial port of the western hemisphere, has anything to be ashamed of, it is the condition of her water front. No seaport city in the world of half its size, or one-third its mercantile marine importance, is so illy provided with wharves and piers at which to receive and load her imports, exports and passengers. While European ports can boast their granite quays, on which are located some of the finest warehouses that art and money can produce, New-York can only claim a string of rotten, filthy, reeking and ricketty old things which we call piers.

It is true that a few of them which are leased and controlled by individuals or corporate bodies are in a passable condition, and measurably calculated to accommodate their special requirements. But those of them the property of the city, and under direct municipal control, are but little better than man and horse traps, on which are to be seen the accumulations of ordure and decay, added to a host of great inconveniences.

At times common decency forbids a person who has any self-respect from passing down these piers, and there are but few of them on which it is safe or proper for a lady to venture. After dark it is actually dangerous for any one without the aid of a lantern to pass down to the extremity of one of these rotten and unsafe combinations of broken timber and ricketty frame work. Why our merchants do not protest against such disregard of necessary accommodation, for which they are obliged to pay such round prices, seems strange to us. It is no new thing for the river thieves to bore through these piers and tap costly liquors, and before they are discovered carry off many gallons of the plunder. Coffee, tea and other commodities go in the same manner. Yet nothing is done to strike at the root of this evil.

It would cost but little, in comparison to the advantages to be realized, to build piers of a style in keeping with our character as the greatest mercantile city of this continent. If you please let us sink cast-iron columns and place upon them a wooden structure, both durable and ornamental. Such a work would be an ornament to our water-front. Let us have some symmetry in their form, and break up the present system of building piers of various widths and lengths, and thus defacing the line of the shore.

Let us have done with this patching up of these forlorn-looking cribs; and give us something which is safe and commodious. It will pay, and we venture to predict that men can be found who will do the work at reasonable prices, and give us at the same time wharves and piers which will reflect credit upon us as New-Yorkers.

WORK FOR RETURNED SOLDIERS.—There is in Berlin and other continental cities an organization on the principle of the London Shoeblack Brigade, the members of which are known as *Dienstmaenner*, or errand men. They are uniformed, systematically governed and distributed, like a police; and they are guaranteed, under proper security, to be honest and faithful in the performance of duty. Veterans from the army have the preference among the candidates for admission to this corps; and it is mainly disabled veterans who avail themselves of the privilege. Indeed, the discipline of punctuality and obedience obtained in a military life is peculiarly fitted to prepare them for this employment. The errand-men carry messages, packages, &c., from and to all parts of the city and suburbs. They are not allowed to refuse any proper errand simply because it is not to their taste, nor to charge for their services more than the regular prices, the tariff of which is determined by the Board of Supervision, according to the distance, time and labor involved in each class of cases. We remember being highly amused, many years ago, at a scene in Berlin, between a professional shoe-black and a professional errand-man. The boy had summoned the old veteran, and ordered him to go forthwith to the remotest suburb of the city, and buy him a new blacking-brush, at the same time placing in his hand the smallest fee allowed by law for the service. In vain the old man protested that there were blacking-brushes to be had round the corner, that the commission given required a journey of seven miles, that it was a case not contemplated by the law, &c. Young Germany stood on his rights, and made the servant of the public know his place.

Properly protected against small boys, however, this institution of an errand corps would be a good thing in New-York. We are glad to know that many merchants have given employment of this character to individual veterans. This, however, need not hinder the success of a company which should attempt such a work on a large scale, and for the benefit of the general public. We are informed, indeed, that something of the sort is already on foot among us; and we shall heartily welcome its introduction, if it be properly organized and conducted.

NEW-JERSEY.—The Democrats of this country yesterday held their State Convention, and after several ballots, nominated Gen. RUNYON for Governor. Their platform is a curiosity. They charge the consequences of the war upon the election of a sectional President, evidently meaning JEFF. DAVIS, the chosen of the eleven seceding States; they favor a return of the government to its original purposes, whatever they may be; they declare and insist upon the rights of all the States, including the Broad Seal; they "oppose negro suffrage emphatically;" they go—shade of BENTON!—for gold and silver currency, (will they be good enough to let us know when that sort of currency becomes prevalent?) they want to have government bonds taxed; they "express sympathy and gratitude to the soldiers," (a good idea, perhaps, but the grammar is queer;) they insist that the government shall pay the soldiers all their bounty money, or land, as it may be—and we say, Amen; they are opposed to military arrests, (probably on personal grounds;) they favor free elections; they are clamorous for a large supply of *habeas corpus;* and as for the National debt, they are "down on it," and tell the listening world that it is "onerous and improperly managed." And so the Democratic Jerseymen enter the canvass—against everything that has been done for the past four years. Their cue seems to have been, "Pitch into the government—no matter what it does, pitch in." It is a standing order in the editorial rooms of a celebrated newspaper on the other side of the ocean, that in case the current events of the day fail to furnish themes for leading articles, they are to "pitch into the Catholics." These anthropomorphous Jersey fossils are in a like category. Having no ideas or principles of their own, or, if they have, not daring to shape them, they take the final alternative—pitch into the government. Let them pitch.

OTHER ROUTES FOR THE ATLANTIC CABLE.—It is probable now that further attempts to lay the Atlantic cable are to be postponed at least for another year, that the company will begin to consider the question whether they have chosen the shortest and best ocean route. From Belleisle, which lies off the extreme northern coast of Newfoundland, and which European steamers pass close by every week in Summer—to Innistrahull, the extreme north point of land in Ireland, is 1,680 miles. From Belleisle to Galway is 1,655 miles, and to Cape Clear, 1,675 miles. From St. John (Newfoundland) to Galway, 1,640 miles, and from the same port to Cape Clear, 1,670 miles. These are the very shortest routes on the parallel thus far preferred by the Atlantic Telegraph Company. They are all considerably shorter than that from Trinity Bay to Valentia. There may, however, be counterbalancing advantages to justify the selection of these latter terminal points—that is, as long as a northern route is preferred.

The strange thing is that no enterprising company thinks of a line from Cape Race, by way of the Azores, to Cape St. Vincent, in Portugal. From Cape Race to the Island of Flores, the distance is nine hundred and eighty-four geographical miles. From Flores to the Island of Fayal is less than one hundred miles. From Fayal to St. Miguel about one hundred and ten miles; and from St. Miguel to the Portuguese coast about eight hundred miles. The comparatively short submarine stretches by this line are not its only advantage. It would form a line, subject to treaty arrangements, between several governments, instead of being under the exclusive control of one leading Power. Surely it is time that some of our enterprising capitalists took this matter in hand.

BARCLAY-STREET TRAVEL.—The police authorities have recently laid the community under an obligation by increasing the police force at the crossing of Fulton-street and Broadway. We now call their attention to another locality where the foot travel is equally difficult and dangerous. The crossing from the Hoboken Ferry to Barclay-street is an undertaking of frequent terror to hundreds of passengers. There are two policemen always stationed there, whose duties are performed, as is apparent to all, in the most zealous and judicious manner, but they have enough and too much to do at the crossing proper, and cannot possibly attend to the interval between West-street and the ferry gate, which is crowded with vehicles, hackmen, wagons from the steam pier next door, and a miscellaneous crowd. After the passengers cross to Barclay-street, there is another difficulty. The sidewalks at and beyond the south corner of Barclay and West streets are choked up by a crowd of loafers, salesmen, barrels, baskets, boxes, &c., none of which have any business there, and the removal of which would allow the main crossing from the ferry to be cleared in much quicker time than at present. At Washington-street there should always be an officer, or at least at crowded hours of the day, and another should be stationed at the Greenwich-street crossing. The daily narrow escapes at these two places are very numerous. The thousands who, night and morning, have to storm these crossings, and crowd at a snail's pace through the sidewalk labyrinth in Barclay-street, between West and Washington streets, would hail the presence of more police force with real delight.

HEAVY RECEIPTS OF COTTON.—Cotton is at present pouring into this market in large quantities. The receipts, thus far this week, average nearly 5,000 bales a day, against daily sales of about 2,000 bales. The stock of cotton here is increasing rapidly; it is now estimated at over 100,000 bales. As the stock accumulates prices recede. Middling grades have declined 3 cents per pound within a week. Cotton goods, on the other hand, are temporarily in very moderate supply, and unusually brisk request, at advancing prices. Production does not keep pace with consumption. Some of the Eastern mills are working on short time "for want of water." We hope this need will soon be satisfied, so that goods may be produced in sufficient quantities to meet the requirements of the unusually brisk Autumn trade, and prevent all unnecessary inflation of market values.

FOND OF IT.—The *Tribune* tenaciously clings to the error which it originated, as to the reserved right of converting the seven-thirties, on maturity, into five-twenties. In a leader on "our national debt," published yesterday, it repeated its assumption, that to the Secretary of the Treasury the convertible privilege referred to really belongs. In the conditions of the loan, widely advertised, under official sanction, it was specifically stated that all subscribers to the loan would have the right of conversion, and this fact was industriously urged as an encouragement to the loyal masses to buy the notes from the treasury agents. The reservation of the option to the holders of the notes is also plainly printed on the back of every one of the seven-thirties. Our patriotic cotemporary can easily ascertain "the facts of the case" by purchasing a seven-thirty note, and carefully reading the indorsement printed on the back of it.

THE CABLE.—It is clear from the published statement of Capt. ANDERSON, of the *Great Eastern*, to which reference is made in the telegram of European news, that the laying of the cable anew, or of attempting to recover and repair what has been lost, must be adjourned till another year. We presume Capt. ANDERSON'S opinion will go a very considerable way with the directors of the company. It is probable that it is an opinion not only fortified by all his experience of the navigation of the North Atlantic, but by the observations of the scientific gentlemen who accompanied Capt. ANDERSON in the untoward expedition which he commanded.

CURRENT REVENUE OF THE GOVERNMENT.—The current receipts of the government from customs and internal revenue are unusually large. The income from internal revenue averages over two millions dollars a day. The customs revenue, through the single port of New-York, is this week up to a daily average of nearly $600,000 in coin; yesterday, it reached $735,500, or, on the basis of gold at 145, equal to $1,066,475 in currency. Evidently, the national treasury cannot be very "hard pressed" for means to meet all current claims upon it.

Railroad Safety.

In another column will be found an advertisement of *Dreamer's Safety Brake*, which deserves special attention in these days of railroad catastrophes. In case of accident, it is always highly important to *stop* a train as promptly as possible; indeed, a very large proportion of the most serious accidents of the day are due to the inability to arrest the motion of the train quickly enough. This brake, as is attested by the officers of all the roads which have used it, attains this result more thoroughly than any other ever used. Its construction is simple, and its special merit consists in the fact that every brake on the same car can be applied at the same instant. We recommend the advertisement to the attention of all concerned.

NOTES.

—As an instance of zeal without knowledge, let the note-reader observe the following true item: In early California-settlement days it was deemed "the cheese" for adventurous Yankees to pay great deference to the Roman Catholic predilections of the aboriginal and abo-Mexican population. One sharp but illiterate chap, from somewhere near sunrise, happened to fix his eyes upon certain rich lands in the neighborhood of Mount Diablo, (or Diabolo;) and on a tempting occasion, when some saint's festival called together on that mountain all the local dignitaries of the Church, our Yankee made his ten-strike. After volubly impressing upon all who would hear him his intense respect and veneration for the only true Church, and his love for her ministers, (those who could convey the coveted lands of course being meant,) he culminated in a brilliant idea. He had somehow learned that the Spanish Catholics were very partial to the prefix "San," and he knew that it meant "Saint;" so, winding up a speech intended to be eulogistic of all the saints in the calendar, he said: "Now, venerable fathers and laymen, allow me to propose that, on this memorable occasion, we add one more to the brilliant galaxy of sacred names in this beautiful land—one more saint to the glorious list that honor the Golden State; I propose, Sirs, that this mountain on which we are now standing be hereafter and forever known as San Diablo." It is recorded that the worthy fathers were for a moment in doubt whether to be indignant or pass "Saint Devil" off as a joke, and the question was never fully settled; but the ambitious sponsor, somehow or other, never got the land, and would always insist that the priests were a stupid lot of humbugs.

—One of the most amusing things that occur in newspaper life, is the tendency of writers for the press to build frames. Worn out with drudgery, ambitious to be smart, casting about—like a medical student in a graveyard—for a "subject," the *blasé* scribbler remembers or happens to see a line or paragraph that gives him a cue. That is enough. He transfixes that cue, and around it, like a silkworm weaving its own tomb, he spins the fustian of his pen, until the aggregate structure swells into a column, all loaded. And what is the net product? Does the butterfly float from this mummyised tomb? Now and then, but not often. Suppose, by way of experiment, some of these quotation sharks try their smartness upon the following lines, which are from that convenient reservoir, "an old play:"

"Thus, when a barber and a collier fight,
The barber beats the collier white;
The dusty collier heaves his swollen sack,
And, red with fury, knocks the barber black.
Then comes a dust-man, all with brick o'erspread,
And beats the barber and the collier red.
White, red and black in mingling clouds are tossed,
And in the smoke they raise, the combatants are lost."

—JACOB STRAWN, of Jacksonville, Ill., died suddenly on the 24th inst. Starting in farming and cattle buying at an early age, with a capital of fifty cents in silver, Mr. STRAWN came to be the king farmer of the West—his acres spread over almost whole counties, and it was no unusual thing for him to sow a field of wheat or plant corn over a space twice the size of a German kingdom. He had sheep and kine upon a thousand hills, for would have had if the hills had been there;) he built pretty much the whole of the village of Jacksonville; he represented his district in the Legislature, where he was noted for direct and available good sense, and in all positions filled the idea of a good citizen. His "little garden patch," at the time of his death, embraced nearly 35,000 acres, worth at least $1,500,000 without the improvements. He was twice married, and leaves seven sons and one daughter. In person he was a DANIEL LAMBERT, weighing about 350 pounds. During the war he was an active and liberal friend and supporter of the Union cause.

—Racing on the Jersey Flats still continues to an alarming extent, notwithstanding the repeated warnings railroad people are daily receiving. A case occurred yesterday which is worthy of notice. The noon train from Jersey City, for Newark, was crossing one of the numerous junctions near that place, and had barely passed over the open switch before another train came tearing by on the other track, just missing the last car of the Newark train. The switch-tender deserves great praise for his marvelous dexterity in adjusting the switch, and preventing a terrible accident. Barely a second of time, no doubt, stood between the passengers and serious injury, if not death.

POLITICAL.

The Shorter Political Catechism.

QUESTIONS.

From the Tribune, Aug. 26.

The New-York TIMES prints my reply to THURLOW WEED's elaborately malignant attack on me through its columns, for which its editor has my thanks. But he sees fit to accompany it with comments which seem to me calculated to mislead the public mind with regard to the nature, as well as the merits, of the matters in controversy. Not to protract discussion, but to elicit and establish truth, I ask Mr. HENRY J. RAYMOND (since he has constituted himself an arbiter in the case) to answer succinctly these questions:

1. Do you *believe* that THURLOW WEED in good faith supported and tried to elect Gen. WADSWORTH as Governor of our State throughout the canvass and in the election of 1862?

2. Mr. WEED says *I know* that not only he, but his *friends* also, were "faithful to a man:" were not the persons named by me as such known in 1862 as among his political and personal "friends?" and did they or did they not support Gen. WADSWORTH as aforesaid?

3. Is it not known to you that certain of Mr. WEED's "friends" here cherish affinities and maintain illicit relations with certain of our Democratic politicians for their mutual advantage? and was not LEWIS R. RYERS (for example) chosen Alderman last Fall by the aid of those "friends?"

4. Since you speak of "the avoidance of *new issues*, whereon wise men differ," as essential to the success of the Union party in our State this Fall, will you say explicitly whether the Enfranchisement of the Blacks, and especially of those who have fought for the Union, is one of those "new issues," which you say "no man has any right to force on the Union party?" H. G.

REPLIES.

The foregoing, owing to my absence from the city, has but just met my attention.

1. I happened to be a member and President of the convention which nominated Gen. WADSWORTH for Governor in 1862. After the nomination had been made, I conversed with Mr. WEED as to the character of the canvass essential to secure his election. He agreed with me that it must be an active, energetic and *aggressive* canvass: that we must rely far more on exposing the disloyal spirit and temper of the Democratic party, with Gov. SEYMOUR as its head, than upon the popular strength of the radical views held and manfully avowed by Gen. WADSWORTH, for success. The result proved, I think, that in this advice he was sincere and sagacious; and I never saw nor heard, from that time until the day of election, anything from, or of, Mr. WEED, which led me then—or which leads me now—to "believe" that he did not support Gen. WADSWORTH in good faith. I *did* know of his coming to the aid of the State Committee, and raising money, after their efforts had been exhausted, for the prosecution of the canvass.

2. As to the action of the "friends" of Mr. WEED named by the *Tribune*, I know nothing except from their own statements already published. In those statements they one and all affirm that they *did* support Gen. WADSWORTH for Governor. I know no reason for doubting the truth of what they say.

3. I know nothing whatever of the "affinities" and "illicit relations" of Mr. WEED or any of his friends, or about the election of Alderman RYERS.

4. As all the Blacks have already been "*enfranchised*," I see no special necessity for raising any question on that point. But perhaps I may more completely meet H. G.'s purpose in making the inquiry by adding that I do *not* think any man has a right to "force" on the Union party, as a Union measure, support of universal suffrage among the enfranchised negroes of the Southern States,—or support of such Congressional action as shall exclude from the Union all States which may not embody such universal negro suffrage in their State constitutions. If "any man" has such a right, perhaps H. G. can tell me who he is, and where he got it.

So much by way of answer to H. G.'s questions. Now let me suggest that there are a great many "arbiters" in his disputes with Mr. WEED, beside myself,—and that they, one and all, are sorely puzzled to conjecture what good political end he hoped or expected to accomplish, by so savagely attacking Mr. WEED in regard to the call for a State Convention, and thus renewing a personal controversy productive of nothing but mischief to the Union cause. If Mr. GREELEY transfers to President JOHNSON the intense hostility which he avowed against Mr. LINCOLN, his willingness to perpetuate dissension in the ranks of his supporters becomes intelligible—though it loses in frankness what it may gain in ingenuity. But whatever the motive, this renewal of an old controversy on the eve of a State election, with the publication and indorsement of MONTGOMERY BLAIR's false and unprincipled assault upon Secretaries SEWARD and STANTON, indicates "affinities" and "illicit relations" with papers and parties which H. G. has hitherto professed to hold in special detestation. I hope the contest is now so far ended that we may have at least a truce, until after the election in November next. It does not look just now as if the friends of the Administration could afford the luxury of a domestic dissension. H. J. R.

Since writing the above, I have received a note from ISAAC DAYTON, Esq., addressed to Mr. GREELEY, which may do something toward answering his question concerning the election of Alderman RYERS. It will be found below.

POLITICAL REMINISCENCES.

The Blair Family—The Idiosyncracies and Escapades of Montgomery—His Recent Assault upon Secretaries Seward and Stanton.

LETTER FROM JOHN W. FORNEY.

From the Philadelphia Press, Aug. 30.

WASHINGTON, Tuesday, Aug. 29, 1865.

During Mr. LINCOLN's administration, the person who gave him the most trouble, by his complaining and quarrelsome disposition, was Mr. MONTGOMERY BLAIR, of Maryland, whose appointment as Postmaster-General he made after a somewhat acrimonious contest between the friends of the brilliant HENRY WINTER DAVIS, who was also pressed for a seat in the Cabinet, and "the family" of the bilious and hard-to-please MONTGOMERY. A man of mediocre talents, an inferior lawyer, and a very poor speaker, this worthy individual inherits from his father, the venerable, yet still active, FRANCIS P. BLAIR, Sr., a quick, restless and meddlesome temper, and, above all, an incessant longing for patronage and power. Accustomed to wield considerable influence in the administrations of Gen. JACKSON and MARTIN VAN BUREN, under both of which, as well as under the "Accidency" of JOHN TYLER, BLAIR, Sr., was the vigorous editor of the official organ, the *Globe*, it was a sad disappointment when, after the administration of JOHN TYLER, his successor, JAMES K. POLK, of Tennessee, invited the eccentric, simple-hearted, and, as the result proved, incompetent and worn-out THOMAS RITCHIE, of the Richmond *Enquirer*, to take his place as manager-in-chief of the government newspaper. That proceeding, though yielded to by Mr. BLAIR, was never forgiven by himself or his friends, at that time composed of some of the most eminent men of the old Democracy—men, for instance, like VAN BUREN himself, and his son JOHN; BENTON, WOODBURY, (whose daughter married the irascible MONTGOMERY,) ALLEN, of Ohio, DALLAS, DROMGOOLE, GRUNDY, LINN, SEVIER, JOHN M. NILES, and others of equal note. It is not too much to say that the change in the editors of the official organ twenty years ago, did much to change and to shape national politics for an entire generation; and it is probable that the weak and querulous son, in imitation of the bold and crafty father, may seek to produce a similar result as a punishment upon those who effected his removal from Mr. LINCOLN's Cabinet nearly two years ago. Whatever influence deposed Mr. BLAIR, Sr., from the head of the national organ, it is certain that it was attributed to the efforts of JOHN C. CALHOUN and his supporters. The opposition of Mr. VAN BUREN to the annexation of Texas to the United States undoubtedly lost him his nomination for reëlection before the Baltimore Democratic Convention of 1844, and turned against him many leading Democrats; and it is easy to see that, sympathizing in this opposition, Mr. BLAIR fell under the displeasure of those who pressed and made annexation a leading issue in the Democratic party. I shall never forget the effect of Mr. VAN BUREN's letter on that subject upon the politicians of Pennsylvania. The delegates from the State to the Democratic National Convention had been previously elected favorable to the nomination of JAMES BUCHANAN, but that timid and time-serving politician, fearing that VAN BUREN's friends would be too strong for him at Baltimore, and yet hoping that if they failed, he would be their second choice, declined the nomination on the ground that the "Little Magician" had the inside track. When Mr. VAN BUREN's anti-Texas letter appeared, the politicians dropped him with amusing unanimity and haste, showing, even at that late day, the controlling influence of slavery in Northern politics. It was, however, too late for J. B. to recover what his hasty declension had lost for him. The Van Burenites charged him with playing false, and declared that he was secretly against their favorite, and his immediate friends were so disheartened and disgusted at this vacillation that, when they got into the convention, they could only make a feeble and ineffectual effort in his behalf. When Col. POLK was elected, he asked Mr. BLAIR, Sr., to sell the *Globe* to Father RITCHIE, which was done; and in order to propitiate the former, offered him the Spanish mission, which he positively refused, as he did another foreign appointment for his hopeful son, the present pragmatical MONTGOMERY. I have always believed that President POLK regretted the change in the *Globe*. We certainly gained, if I may use the phrase, a very poor substitute for the trenchant and fearless BLAIR, who was the most terrible newspaper tyrant ever known in Washington, and who seconded Old Hickory in many of his boldest enterprises, as well against the United States Bank as the Nullifiers. What first attracted Gen. JACKSON's attention to BLAIR, Sr., was a strong editorial article against Nullification in a newspaper in Kentucky in 1830. He immediately invited him to visit the national capital, and establish a Democratic paper in the interest of his administration, which, being accepted, was the beginning of a long career of journalism, terminating as I have stated; leaving Mr. BLAIR, by means of his partnership with JOHN C. RIVES, in the *Congressional Globe*, a standard record still published by the sons of that philanthropic and noble-hearted citizen. The fruits of the change in the *Globe* were not long ripening. Resolved to bide his time, BLAIR, Sr., carefully treasured up his wrongs, and in 1848 he made a diversion against the Democracy, by throwing his influence in favor of the Barnburner candidate for President, MARTIN VAN BUREN; thus aiding to defeat the Democratic candidate, Gen. CASS, and to elect the Whig candidate, Gen. TAYLOR. I think "the family" supported Gen. PIERCE, in 1852, although I am not sure; but when the Missouri Compromise was repealed, in 1854, they helped to build up the Republican Party, and acted with it up to the election of Mr. LINCOLN, in 1860. I have already referred to the appointment of MONTGOMERY as Postmaster-General, and to the fact that he was always a disturbing element in the Cabinet of that wise and beloved statesman. Up to the period of the election and inauguration of that Administration, the BLAIRS were the engineers of the Fremont influence. Receiving him as a sort of legacy or trust from Col. BENTON, they so wrote and spoke about, and exaggerated that quiet, speculative and romantic citizen, that they not only made him very "daft," but the Republicans, too, and put him up for President in 1856, by something like a flank movement of the old politicians, who took the good Colonel for a real hero and statesman, and worked so hard and so earnestly for him, that nothing prevented his election but the solemn promise before God and man of JAMES BUCHANAN, that he would allow the people of Kansas to settle the slavery question without interruption, in their own way, and the support of the South in the belief (and I fear the secret assurance) that he never intended to keep that promise or pledge when so formally made in his letter of acceptance of June, 1856. The first thing after getting MONTGOMERY into Mr. LINCOLN's Cabinet, was to put Col. FREMONT in the army in a foremost, if not the first, position. I need not go over this part of the familiar history of the first years of the rebellion; but Col. FREMONT, who was fit for President, and had been described as the Admirable CRICHTON of the age—whose gallantry and daring had had no less a historian than THOMAS H. BENTON—dwindled into failure, and was incapable the moment he would not obey the orders of the family. And his own misfortunes, to characterize his proceedings in Missouri by no harsher phrase, came in to help his "former friends turned foes." It is not doubted that Mr. MONTGOMERY BLAIR left Mr. LINCOLN's Cabinet chiefly because he could not agree with his colleagues. That he was for a long time hostile to Gen. CAMERON is proved by the fact that no one was more rejoiced than he when the latter resigned his post as Secretary of War. His opposition to Mr. CHASE took a public shape in his speech at Rockville, Md., in the Winter, I think, of 1864. When he took offence at Mr. SEWARD is not known, but they were very good friends at one time; and even now, I suppose, there is not a man more amused and surprised at Mr. BLAIR's abuse than the distinguished Secretary of State. His bitter hostility to Messrs. STANTON and HOLT is probably because these men have been so earnest and so thorough in their efforts to punish treason and traitors, and because they have been sustained by what are called the radical Unionists—the backbone, the brains, heart and soul of the Union party in America. In fact, in all these attacks upon these eminent characters I have named, the first blow came, in nearly every case, from Mr. BLAIR. There was no provocation, and there has been no reply to one of his jeremiads. The columns of the opposition papers have been freely opened for their publication, and the opposition editors joyously employed in their decoration; but no word even of explanation has come from Mr. CHASE, Mr. SEWARD, Mr. STANTON, or Judge HOLT. Gen. CAMERON treated the "raid" of the BLAIRS upon him as the effusion of spleen—the offspring of a bilious and dyspeptic temper—and laughed it away. When one thinks what effect the presence of such a person in Mr. LINCOLN's otherwise "Happy Family" must have had upon him, one may sincerely felicitate President JOHNSON that *his* Cabinet is not thus disturbed. Reading Mr. BLAIR's violent denunciations of Mr. CHASE, Mr. SEWARD and Mr. STANTON, it seems hard to believe that, with the bitter feelings from which these denunciations grew, he remained in the Cabinet with two of them nearly three years, and with Mr. STANTON nearly two. All that he now collects and hurls at their devoted heads, he knew then; and yet he sat at their side, and, it is not doubted, was for a long time on the most friendly and even confidential terms with these his colleagues. He does not pretend to arraign them for anything they have actually done since he was bowed out of Mr. LINCOLN's counsels. He does not even pretend that any one of them injured or affronted him. These repeated and unprovoked denunciations of faithful public servants cannot certainly originate in a wish to promote concert among the friends of the government. This much is clear, when we remember that every one of Mr. JOHNSON's Cabinet gives his reconstruction policy a sincere and effective support. If, indeed, there is any other ostensible motive but that selfish spite, it is his alleged desire to treat the Southern people kindly, and to restore them to their rights. Without reminding this illogical disputant of his own radical spirit at the beginning of the rebellion, can he tell the country how he would improve the condition of the Southern people by forcing the resignation of Mr. SEWARD from the Department of State? It is unnecessary now to enter into any praise of Mr. SEWARD. At no hour of his long career has he been so beloved by his countrymen, North and South alike—those who fought against and those who fought for the republic; and never have his experience and his patriotism been so necessary to his government, in a wise and successful administration of its foreign relations. But there is some consistency in the furious onset upon Mr. STANTON by MONTGOMERY BLAIR. The two men are essentially and strangely different. STANTON has never affected "statesmanship"—the making of platforms, the coinage of resolutions, or the habit of political sermonizing; he sticks to his department, minds his own business, and never runs from corner to corner, and from hotel to hotel, bearing witness against his neighbor. However men may complain of his severity—sometimes of manner, and sometimes of action—nobody has ever dared boldly to question his official or his personal integrity. That is a strong consolation for a people to hold to their hearts during a period when hundreds of millions had necessarily to be expended, and a strong faith upon which they may now and hereafter rest, that the honesty which supervised the expenditure of many of these millions will also demand a system of stern and exacting retrenchment and economy. Mr. BLAIR is very anxious to get him out of the War Department, and so are such healthy influences as the New-York *News* and the New-York *World*; and the friends of the deceased Mr. BOOTH, and the living Mr. WIRZ, have not heard of anybody making any special efforts the other way: and it is not charged even by Mr. BLAIR, that Mr. STANTON has tried to strengthen his hold on office. But Mr. BLAIR has rallied his forces for a new and yet more vigorous dash upon the Secretary of War. Let us patiently abide the issue, which is first with the President, and at last with God. The stumbling-block in the road of Mr. BLAIR, however, is the perfect accord between the President and the great body of the Union party on his plan of reconstruction. Not one of the leading States has taken issue with him; and the action of the Pennsylvania Unionists, charged by Mr. BLAIR to THADDEUS STEVENS—in complimenting Mr. STANTON, and at the same time, speaking of the President's plan as too lenient and mild—cannot be so dreadful an offence, considering that the President has repeatedly announced that if what he offered to the late rebellious communities was not cordially accepted, he would unquestionably resort to severe military remedies. Even on the subject of colored suffrage, whatever may be the expressions of individuals, no authorized convention has denied the force of the President's argument, that the subject belongs to the States, and not to Congress; and curious to note, at the very moment Mr. BLAIR arraigns the earnest men of the North for their radicalism, and distinctly intimates that the South is to be persecuted and proscribed, and trampled under foot by these radicals, until at last a new rebellion is provoked—lo! the late rebels deliberately prepare to abolish slavery in their respective States, and as deliberately prepare to repeal all their tyrannous laws against the freedmen. Sensible Northern radicalism has really asked no more; and this same radicalism is not only sustained, but recommended to the Southern people by ANDREW JOHNSON. I call this the pursuit of trouble under dreadful difficulties. But Mr. BLAIR's annoyances do not end here. He was wofully snubbed on his own stamping ground, on Saturday last, when he grumbled his great scold at Clarksville, Maryland. The Governor elect, Mr. SWANN, was asked to join Mr. BLAIR—an honor which he declined in a letter which contained the following radicalism. Neither THADDEUS STEVENS nor EDWIN M. STANTON could go much further, and ANDREW JOHNSON will not take one inch less:

"But however this may be, the President will not shut his eyes to the progress and development of public sentiment now going forward in the rebellious States. When the power passes from his hands, as the military head of the nation, *it must go into the hands of a people thoroughly loyal. There can be no compromise in this. The South can have reconstruction or provisional military governments for the States, just as they may elect.* There can be no desire to impose degrading terms. The people of the South, sooner or later, are to form part of our restored Union. The rebellion has been put down by the power of this government, and reconstruction must carry with it, while this power continues, the removal of all issues which may have the effect to irritate and divide us in the future. If the South hopes for construction on any other terms, they must be undeceived. President JOHNSON has kindly and generously extended to them the hand of fellowship, *upon the only condition consistent with permanency and the national honor.* I cannot persuade myself that they will reject it."

And on the Monday after he had scolded everybody at Clarksville the Baltimore *American* contained his scold at length, and accompanied it by the following comments, which, considering they are the sentiments of Mr. FULTON, who holds a Federal office, to which Mr. BLAIR is supposed to have assisted him, may be called pungent:

"Whilst we have but little admiration for Secretary STANTON's personal characteristics or his previous career, it strikes us that this assertion is a strong imputation on the motives and purity of President LINCOLN, who appointed him, and of President JOHNSON, who still retains him in his Cabinet. As to Mr. SEWARD, we have and always shall regard him as having been the backbone of the Cabinet of Mr. LINCOLN—the man who had more to do than any other in the country in shaping the course of an administration that will ever stand preëminent in the history of the nation. Mr. SEWARD is now held in the hearts of the American people as next to President LINCOLN, and is too near the end of his career as an American statesman to lose the position he has obtained through a long life of devotion to the best interests of his country. Mr. SEWARD took the helm of State at a critical period, and has won not only the admiration of his own countrymen, but of the whole civilized world, by the distinguished ability with which he has conducted both the foreign and domestic relations of the country during four years of civil war.

"The speech of Mr. BLAIR will doubtless meet with an extended perusal; and we are convinced that many of his best friends will find in it much to condemn and but little to approve. In his support of the government all loyal men will agree with him, and as to his appeal for leniency and kindness to the masses of the Southern people, when they return to a faithful allegiance, there will be no antagonism. All desire the return of harmony and good-will, and when the Southern people extend the hand of fellowship in good faith, it will be cordially grasped and fraternally received. As to his recommendation that the right of suffrage must be restored to Maryland rebels, we agree with him that such will ultimately be the case, but we think that a year or two of probation, to convince the people, in the language of President JOHNSON, '*that treason is a crime and must be punished*,' will be deemed advisable."

Nothing is more amusing, by the way, than the silence of Mr. BLAIR in regard to the charge in his previous speech that Mr. SEWARD had deliberately concerted with the French Government to sell out the Mexican Republic and to acknowledge the power of MAXIMILIAN. He drops this out of the new indictment, because it was fully shown to be unfounded and malicious, but has not the grace to admit that he perpetrated a great wrong upon an illustrious American statesman. You will perceive that, in Mr. BLAIR's anxiety to make issues with the Union men of the Free States, he proposes to restore the rights of the rebels in Marylrnd, and from the general tenor of his scold, he demands the same for the rebels everywhere. It is not remarkable, therefore, that what he has said should have been so joyfully greeted by the New-York *World*, and so coldly received by the friends of President JOHNSON. More than thirty-five years ago his father won the confidence of ANDREW JACKSON by his ardent and overwhelming arguments against disunion in the shape of nullification. I need not take up more of your space to show how utterly the son has failed in attempting to play into the hands of men far more dangerous to the public liberties than JOHN C. CALHOUN. OCCASIONAL.

Montgomery Blair and Secretary Stanton.

To the Editor of the New-York Times:

Mr. MONTGOMERY BLAIR, in his recent speech, says he was informed that Mr. STANTON was "violent in denouncing any attempt to maintain the Union by force," "and continued his denunciations till he entered Mr. LINCOLN's Cabinet!"

How Judge BLAIR could have deliberately uttered such charge I cannot understand, for he himself could have recalled at least *one incident* to disprove so ungenerous a slander on Mr. STANTON.

A few days after the "uprising" in April, 1861, I went to Washington, with a committee of citizens from West Virginia, to get an order from the War Department for 2,000 stand of arms from the Alleghany Arsenal at Pittsburgh, to enable the people to defend themselves at home, if, as they feared, the convention, then in session at Richmond, should send a force to overawe and carry that portion of the State, along with the east, into "the Confederacy."

We found the President and Secretary of War, anxious to do all they properly could, but doubting whether they could *constitutionally* place arms in hands of men not mustered into service—Mr. LINCOLN remarking to us, in his own inimitable manner, that "he found he must be very cautious in what he did, as he saw ALEC STEPHENS had declared his calling out the 75,000 men to defend the government, *wholly unconstitutional.*"

In our dilemma, we went to Mr. STANTON for assistance. He promptly sent for Mr. BLAIR, as his particular friend in the Cabinet, and urged, in plain language, the duty of the government in such emergencies, to succor and protect the people when called on, as in that instance; remarking, I remember, that Mr. LINCOLN was Chief Magistrate of the *whole people*, not of *States*, formed by natural or imaginary lines, &c., &c.

Mr. BLAIR remained some time in Mr. STANTON's office, discussing the powers of the Executive, &c., but left without promising his intervention to get the arms.

Mr. STANTON then told me to go to Gen. CAMERON, and say to him, if he would give the order, he (STANTON) would give his bond for the proper use and return of the arms, and also be responsible for the authority for such issue. On which the order was instantly delivered to the committee, and they hastened to Pittsburgh and got the muskets, on the personal security of the man whom Mr. BLAIR now says was against coercing, "till he entered Mr. LINCOLN's Cabinet," in the following month of January!

Permit me to add, that in our interview with Mr. LINCOLN, on the business before referred to, on my introducing one of the committee as a member of the convention in Richmond, and escaped but the week before, barely with his life, the President then enjoining strictest confidence till he should see proper to give it to the world, told us what he had attempted to do to keep Virginia in the Union; which, when known, will totally upset Mr. BLAIR's attempt to injure Mr. SEWARD, by his charges and innuendoes in reference to the evacuation of Fort Sumter. G. P. S.

NEW-YORK, Monday, Aug. 28.

THE OPERA AND THE PRESS.

Max Maretzek and the Herald.

To the Editor of the New-York Times:

The politicians have been engrossed for some days past by a fierce encounter between two political gladiators of no small celebrity.

Messrs. WEED and GREELEY have used their weapons with skill and vigor, and they will retire from the combat, if not wiser and better men, at least with their reputation for pugnacity considerably increased.

But a more piquant contest now attracts the attention of the town, and provokes no little merriment. The German impresario of our Italian opera suddenly threw down his musical baton, and, pen in hand, made a furious onslaught on the New-York *Herald*. Some admired the pluck, and others condemned the folly of the foolhardy MAX, while not a few wondered at his ingratitude, for the *Herald*, of all our journals, has lavished on the Italian opera its steady and prodigal support. All, however, speculated on the motives of the doughty MAX. Was the harrowing tale he told us of his being bled to the extent of "$20,000 per annum," the real cause of his fury, or was it, after all, only an ingenious device of an operatic Dulcamara to advertise an old opera troupe by getting up a rumpus with the *Herald*, in which he expected the New-York Press to join by writing long articles in their honor, thereby exonerating his pocket from the advertising expenses that always inaugurate a new season?

MARETZEK has all the cunning of his Jewish origin, sharpened by his familiarity with the *coulisses*. The sensible article that appeared in the TIMES of Saturday deepened my suspicions, and I resolved to investigate the facts. If MAX was really the victim he alleged, why, then, he was entitled to the sympathies of the musical, if not of the humane; but if this was only a Barnum trick to draw a crowd by cries of "exactions" from the *Herald*, why, then, MAX could only expect the smile of contempt usually bestowed on mountebanks.

I therefore took the liberty and the trouble to visit the headquarters of the *Herald*, and here I discovered that every statement of the inventive MAX was wholly unfounded, with the single exception of the proscenium box offered to the editor's family, for which, however, the usual price was repeatedly tendered but, though the policy or politeness of MAX, as steadily declined. Everybody knows the editor of the *Herald* is a millionaire, and the TIMES says he is notoriously lavish in his expenditure. It is the rule in this establishment, it appears, that no employe shall accept the usual "courtesies to the press," in the way of complimentary seats in steamers or cars, or free lodgings in the hotels—everything is paid for by order. It is idle, therefore, to suppose that the editor of the *Herald* desires the gratuitous civilities of an opera manager, though they may through calculation be forced on him. If MARETZEZ has occasionally bestowed opera tickets on the attaches of the *Herald*, it was without the knowledge of its editor, and with a view only to his own advantage. As to the accusation of blackmail, the editor of the *Herald* would be obliged, he said if MARETZEZ would name the delinquent if he can.

It is admitted that application was made to MARETZEK for the engagement of Mme. VAN ZANDT, an admirable artist, and a deserving woman; but though she was reluctantly engaged for a short period, she was rarely allowed to sing, through some unmanly prejudice of the manager. The tissue of charges proffered against the *Herald* are pronounced by its editor to be mere fabrications, and only intended to enlist public feeling in behalf of a second-hand opera troupe. In this case, MARETZEK's story of losing "$20,000 per annum" to secure the patronage of the *Herald*, is simply bosh, (pardon the expression,) and justifies the supposition that he must have swallowed double his usual quantum of lager bier to circulate such a preposterous falsehood. The wholesome rebuke so gracefully administered by the TIMES will not likely be thrown away on MARETZEK, and will serve as a warning to his tribe. It may be the custom in the Jews' quarter of his native town to abuse women, but in this Christian land there is not a man, high or low, who would not blush to insult a lady in order to vent his spite on her husband. A SUBSCRIBER.

The Election of Alderman Ryers—Note from Isaac Dayton, Esq.

HON. HORACE GREELEY—*Dear Sir:* In the *Tribune* of Saturday last you ask of Mr. RAYMOND the question, "Was not LEWIS R. RYERS chosen Alderman last Fall by the aid of the friends of Mr. WEED?" Absence from town has prevented my noticing your article until the present moment. Mr. RYERS was elected Alderman of the Ninth Aldermanic District (Sixteenth Ward) at the charter election last December. He was the Democratic candidate. I was the Union candidate against him. As I am, therefore, probably able better than Mr. RAYMOND to answer your question from personal knowledge of the facts, I deem it my duty to say that, without exception, the gentlemen known in the Ward as friends of Mr. WEED, faithfully, zealously and efficiently supported me for Alderman at that election. Among those thus known, I mention Messrs. JOHN A. KENNEDY, HOOPER C. VAN VORST, HUGH GARDNER, HORATIO N. SHERWOOD, JAMES HORNER, JOHN LINDSAY—gentlemen who rank among the most influential citizens and the best politicians of the Ward—all of whom exerted themselves with entire fidelity, and intelligent and earnest energy to promote my election.

It is due to justice that I should add, that the election of Mr. RYERS was effected by a body of so-called Union men, who style themselves the Greeley party in the Ward. This faction nominated an innocent individual by the name of JACOB A. CONOVER, as an independent Union candidate, for Alderman. Those who engineered the arrangement deluded Mr. CONOVER, and a few other good citizens, with the belief that CONOVER could be elected, and then made their votes tell by voting for RYERS. It is to these people that the election of LEWIS R. RYERS as Alderman, last Fall, is to be charged. Respectfully,

ISAAC DAYTON.

NEW-YORK, Tuesday, Aug. 29, 1865.

Billiards.

THE CARME-KAVANAGH MATCHES—A SCREW LOOSE

It will be remembered that on the first appearance of M. CARME before an American audience, at Cooper Institute, in April last, he issued a series of challenges to the following purport: First, to play any man in America a match at the three-ball French game; second, the same at the four-ball American game, push-shot omitted; third, for the American championship, according to the established rules. In the challenge it was expressly stipulated that the two first games were to be played on a second-sized table, of the manufacture of Messrs. PHELAN & COLLENDER, and with balls 2 5-16 inches in diameter. After considerable time had elapsed, Mr. PHELAN, whom M. CARME had delegated to act for him in the matter, received a note from the editor of *Wilkes' Spirit*, stating that the challenges had been accepted by DUDLEY KAVANAGH, who was then champion, and requesting that Mr. PHELAN would appoint a time to put up forfeit, &c. This was promptly responded to by the latter, but owing to the absence, at intervals, of both parties from the city, they had no meeting until about the 1st of July. On this occasion Mr. PHELAN waited on Mr. WILKES with a written agreement, in which all the details—size of table, and everything else necessary—were stipulated. On reading the portion in regard to the dimensions of the table, Mr. WILKES remarked that as he was not a billiard player, and as another gentleman was about to be appointed in his stead to act for KAVANAGH, he preferred that the portion referred to should be stricken out and left to future arbitration. This was agreed to, and on putting up the forfeit, ($1,500—$500 on each match,) Mr. PHELAN called a witness to the stipulation, that in case the other party insisted that a second-sized table should be of the same height as a full-sized table, then there was no match made and no stake forfeited. Thus the affair remained until within a week, when a gentleman called on Mr. PHELAN, with a note from Mr. WILKES, stating that the bearer had been appointed to act for KAVANAGH in the matches made between the latter and M. CARME. Of course Mr. PHELAN denied that such matches were made—they were undoubtedly in the course of negotiation, and as a forfeit had been put up should all the other conditions be complied with, the first game would be played on the 5th of October; therefore, while it was desirable that the arrangements should be completed at an early day, he (Mr. PHELAN) was determined that they should be carried out in exact accordance with the original proposition, or not at all.

It is rumored that the Kavanagh party will not yield this point in regard to the height of the table; thus it is fair to presume that the matches will not be consummated. Where the fault lies is readily observable in reading M. CARME's original challenges. Let it be also understood that M. CARME, whose whole education and experience has been with the French game and apparatus, in the first two games proposes to meet KAVANAGH more than half-way on neutral ground, and in the remaining game the latter has table, balls, push and all his own way. Many unbiased parties, who are conversant with the matter as it now stands, state unhesitatingly, that should these matches fail to be consummated, certainly neither Mr. CARME or his friends will be in fault. However, the negotiations are, as yet, pending, and possibly some amicable arrangement may be effected. We shall see.

FOX AND DEERY.

Since the extraordinary average of DEERY, made at Norfolk, Va., a few days since, became public, the number of his supporters in the coming match for the American championship have largely augmented. The match, as we have already announced, comes off in Rochester, N. Y., on the evening of Thursday next, Sept. 7. DEERY arrived in this city a few days since, and proves himself in most excellent condition by the skill he displays in his practice games with Messrs. PHELAN, CARME and others. At a game of 1,500 points with the former on Tuesday evening, DEERY made several runs of over one hundred.

Base Ball.

ACTIVE VS. MUTUAL.

A very interesting and close game of base ball was played yesterday between these two first-class New-York Clubs, at the Elysian Fields, Hoboken. The Mutuals were short of four of their first nine—WANSLEY, ZELLER, MCMAHON and PATTERSON—but had very good substitutes. The Actives, on the contrary, were never in better trim for play, and made the best display of batting and fielding they have exhibited this season, with the exception of their game with the Athletics in Philadelphia. The game opened favorably for the Actives, and they held their advantage till the sixth inning, when the game turned, and the Mutuals took the lead. But the Actives afterward rallied, and at the finish of the ninth inning the game was a tie—19 to 19. The tenth inning both drew a blank; on the eleventh, the Mutuals scored three and the Actives two—the Mutuals winning by the score of 22 to 21. The game was witnessed by three to four thousand people, and was the most exciting contest that has taken place at Hoboken this season.

GENERAL CITY NEWS.

THE BROADWAY STABBING AFFRAY.—EDWIN F. WILLIAMS, who was stabbed in the abdomen by FRITZ TROTTER, at the corner of Broadway and Houston streets, several days ago, is now lying in a critical condition at his residence in Irving-place. WILLIAMS met TROTTER in a Broadway saloon, and the latter insulted WILLIAMS. The men then repaired to the street, accompanied by some friends, and renewed the quarrel begun in the saloon. TROTTER, it is charged, drew a knife, with which he cut his adversary in the abdomen, inflicting a wound six inches in length. TROTTER is at the Tombs, awaiting the result of WILLIAMS' injuries.

FIRE IN WEST BROADWAY.—A fire which originated in the wood work around a flue occurred at about 9 o'clock last evening, in the workshop of Messrs. WARRIN & BRYAN's china decorating establishment, in the rear of No. 155 West Broadway. The flames [illegible] were extinguished with damage not exceeding $200. Steam Engine No. 44 ran over and seriously injured one of the members of the company, whose name does not appear. He was taken home. Hostilities were attempted between Fire Companies Nos. 24 and 47, but a strong force of policemen arrived in season to prevent a riot.

FATAL RAILROAD ACCIDENT.—CHAS. BOUCHER, 14 years of age, while leaping from a dummy engine on the Second-avenue Railroad, fell under the front wheels, by which he was crushed. He was removed to the residence of his parents, No. 233 East Eighty-fourth-street, where an inquest will be held.

Open Day and Night.

On and after Sept. 1, 1865, H. T. HELMBOLD, Druggist, No. 594 Broadway, will keep his store open DAY AND NIGHT, for the better accommodation of physicians and those requiring medicines.

Medicines prescribed at night are generally for urgent cases, and it is especially desirable that not only during the night, but at all times as well, they be prepared by thoroughly competent and unfatigued persons.

The faculty and the public may feel assured that none but the most experienced are employed in this establishment, the experience of each, in the best retail drug-stores, being from eight to twenty-five years. The day and night will be divided, and no clerk will be on duty more than ten hours per day. Trusting the faculty and public will appreciate this effort to supply a want long felt in the community, the proprietor subscribes himself,

Their obedient servant,

H. T. HELMBOLD, Druggist,
No. 594 Broadway, New-York.

[*Advertisement.*]

NEW-YORK WEEKLY TIMES.

The NEW-YORK WEEKLY TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

In addition to the latest intelligence by telegraph up to the moment of going to press, there will be found in the current number full details of all the interesting news of the day. Also, all official orders, reports and documents, and the latest and fullest Washington news, are given. European news, with graphic letters from our correspondents in London and Paris, giving the tone of public feeling abroad, is made a special and permanent feature. In addition to Editorials on all the current topics of the day, the WEEKLY TIMES has a page of carefully prepared commercial matter, giving the latest financial news and market reports; items of agriculture and domestic interest, compiled from sources many of which are otherwise inaccessible to the American reader; and marriages and deaths of the week.

The "WEEKLY RECORD," or news summary—being a careful synopsis and digest of the news of the day, both rebellion and general—is alone worth double the subscription price to the paper, as it preserves in a condensed and conveniently classified form all news of interest, and must prove valuable as a record to all time.

The WEEKLY TIMES will be sent to subscribers in any part of the country on the following terms: One copy one year, $2; three copies one year, $5. Fresh names may at any time be added to Clubs, both of the WEEKLY and SEMI-WEEKLY, at Club rates. Payments invariably in advance.

A Timely Warning to the Sick.

It is especially important at this time, when the markets of the United States are flooded with the direst poisons, under the name of imported liquors, and when domestic compounds purporting to be medicinal, but not a whit less pernicious, are heralded to the world as "sovereign remedies," that the public should fully understand the facts. Be it known, that while all the diffusive stimulants called *liquors* are impure, and all the *Tonics* containing alcohol are manufactured with a fiery article containing *amyl* or *fusil oil*, a *mortal poison*, HOSTETTER'S CELEBRATED STOMACH BITTERS contain none of these things, but are a combination of pure essence of Rye, with the pure juices of the most valuable stomachic, anti-bilious and aperient herbs and plants, and that as a safe and rapid remedy for Dyspepsia, and all its kindred complaints, this preparation stands before the world without a rival or competitor. Its sales to-day are equal to the combined sales of all the other tonics advertised in the United States, and the certificates which authenticate its usefulness are signed by individuals of the highest standing in every professional calling and walk of life. Beware of imitations and impostors.

New-York office, No. 59 Cedar-st.

An Extraordinary Opportunity.

The low prices of the Summer season at GOLDSMITH'S Institute, No. 756 Broadway, will positively terminate this evening. All who apply will be received for the Fall session at one-half the regular charges. Penmanship, book-keeping and business affairs. Open until 10 o'clock.

Dr. Von Eisenberg,
INVENTOR OF THE FAMOUS
AESTHETICO-NEURALGICON,
THE CELEBRATED APPARATUS FOR THE CURE OF ALL DISEASES OF THE EYE, EAR, CHRONIC CATARRH, LUNGS, THROAT, HEART AND CONSUMPTION,
may be consulted at his residence,
No. 816 BROADWAY.

Weed Sewing Machine Co.'s Highets Premium Lock Stitch Machines, No. 506 Broadway, New-York.

A New Perfume for the Handkerchief.

Phalon's "Night Blooming Cereus,"
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A Most Exquisite, Delicate and Fragrant Perfume, Distilled from the Rare and Beautiful Flower from which it takes its name.
Manufactured only by PHALON & SON.
BEWARE OF COUNTERFEITS.
ASK FOR PHALON'S—TAKE NO OTHER.
Sold by druggists generally.

Hall's Vegetable Sicilian Hair Renewer has proved itself to be the most perfect preparation for the hair ever offered to the public.
It is a vegetable compound, and contains no injurious properties whatever.
IT WILL RESTORE GRAY HAIR TO ITS ORIGINAL COLOR.
It will keep the hair from falling out.
It cleanses the scalp and makes the hair soft, lustrous and silken.
It is a splendid hair-dressing.
No person, old or young, should fail to use it.
IT IS RECOMMENDED AND USED BY THE FIRST MEDICAL AUTHORITY.
Ask for Hall's Vegetable Sicilian Hair Renewer, and take no other. R. P. HALL & CO., Nashua, N. H., Proprietors.
For sale by all druggists.
DEMAS BARNES & CO., Wholesale Agents.

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The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

Electricity,

Galvanism, Magnetism, Galvanic Baths, &c., administered by Dr. CHAMBERLIN, No. 50 Bond-st. The most obstinate diseases speedily eradicated.

Dr. Bicknell's Dysentery Syrup is purely vegetable and contains no opiate, and pleasant to take, and never fails to cure dysentery diarrhea, cholera morbus, &c. Excellent for children.
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Marvin's New Patent Alum and Dry Plaster Fire and Burglar Silver Plate Safes. Highly ornamented, and warranted perfectly dry. Also a large assortment of Bankers' and Merchants' Safes.
MARVIN & CO., No. 265 Broadway.

Ivory and Pearl Sleeve Buttons and Studs, initial and fancy patterns, a great variety; also, Ivory and Pearl Jewelry, latest styles, wholesale and retail. WM. M. WELLING, No. 571 Broadway.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also supporters, bandages, silks, elastic stockings, &c. A lady attendant.

Grover & Baker's Highest Premium Elastic stitch, and lock-stitch sewing-machines. No. 495 Broadway, New-York, and No. 236 Fulton-st., Brooklyn.

Howe Sewing Machine Company.—ELIAS HOWE, Jr., President, No. 629 Broadway. Agents wanted.

Willcox & Gibbs Sewing Machine,
No. 508 Broadway.

Wheeler & Wilson's Lock Stitch Sewing Machine and Button Hole Machine, No. 625 Broadway.

The Cologne Water, prepared by Joseph BURNETT & CO., of Boston, is superior to the veritable "Farina." We speak from actual experience.—*Baltimore American.*

Everdell's Wedding Card Depot, No. 302 Broadway, New-York. All the latest and most elegant styles of Wedding Cards and Note Papers.

MARRIED.

ALFORD—MURRAY.—On Tuesday, Aug. 29, at the residence of Rev. Mr. Dickson, HENRY W., second son of Ed. Alford, merchant, and SOPHIA, only daughter of the late J. D. Murray, both of the City of Dublin, granddaughter of John Murray, Downpatrick, Ireland.

DIED.

BOUCHER.—Suddenly, on Wednesday, Aug. 30, CHARLES LAMHIRE BOUCHER, in the 14th year of his age.

COWDREY.—At Harlem, on Wednesday, Aug. 30, WALLACE DE WITT, only child of De Witt and Mary O. Cowdrey, aged 1 year and 29 days.

The relatives and friends of the family are invited to attend the funeral, from the residence of Mrs. D. M. Cowdrey, West Farms, to-day, (Thursday,) at 4 P. M. Harlem train leaves 26th-st. for Tremont at 2:30 P. M.

DAY.—At Chatham, N. J., on Monday, Aug. 28, HARRIET J., widow of the late Benj. Ludlow Day, in the 79th year of her age.

Funeral from her late residence, at Chatham, on Thursday, the 31st inst., at 10½ o'clock. Morris & Essex train leaves foot of Barclay-st. at 8:30, and returning, arrives at 4:45 P. M.

GUTHRIE.—In Williamsburgh, on Wednesday, Aug. 30, WILLIAM H., son of John B. and Deborah A. Guthrie, aged 19 years, 2 months and 11 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his father, No. 292 4th-st., Williamsburgh, on Friday, Sept. 1, at 1 P. M.

GREGORY.—At Plattekille, Ulster County, suddenly, on Saturday, Aug. 26, MILTON S. GREGORY, in the 70th year of his age.

LAWRENCE.—At Havana, Schuyler County, N. Y., on Thursday morning, Aug. 24, ARTHUR B., son of John I. and Agnes B. Lawrence, aged 1 year, 3 months and 16 days.

LE ROY.—At Ticonderoga, Essex County, N. Y., on Tuesday, Aug. 29, EDWARD, youngest son of Edward A. and Clementina B. Le Roy.

SOMERINDYKE.—Instantly killed by the accidental discharge of his gun, at Walnut Creek Valley, Arizona Territory, on Sunday morning, June 25, WHITFIELD S. SOMERINDYKE, of Company I, 7th Regiment California Vols., youngest son of the late James C. Somerindyke, of this city, aged 30 years, 2 months and 20 days.

STEPHENSON.—On Monday, Aug. 28, MARK STEPHENSON, M. D., aged 62 years.

Relatives and friends, Fellows of the New-York Academy of Medicine, and the profession, are respectfully invited to attend the funeral, on Thursday, Aug. 31, at 3½ o'clock P. M., from the Methodist Episcopal Church, corner of Pacific and Clinton sts., South Brooklyn. His remains will be taken to Greenwood.

TUBBS.—At the residence of her son, No. 135 Bridge-st., Brooklyn, on Wednesday morning, Aug. 30, Mrs. MARY FERRELL, widow of the late Capt. Calvin Tubbs, of Philadelphia, and only daughter of the late Rev. Gideon Ferrell, of Iron Hill, Del.

Friends are invited to attend her funeral, at her late residence, on Friday, Sept. 1, at 4 P. M. Her remains will be taken to Iron Hill.

☞ Philadelphia, and Wilmington, Del., papers please copy.

WARNER.—Suddenly, at Sing Sing, on the Hudson, on Monday evening, Aug. 28, ELIZABETH GRAY, wife of Lewis T. Warner, M. D., and daughter of John F. Gray, M. D.

The friends of the family are respectfully invited to attend the funeral, on Friday, at 12 o'clock M., from her late residence, No. 39 East 19th-st.

YOUNG.—At Stamford, Conn., on Wednesday, Aug. 30, Mrs. SARAH B. YOUNG, relict of the late Ezra Young, of Southeast, N. Y.

Funeral service will take place at the residence of her son, Thomas S. Young, at Stamford, this (Thursday) afternoon, at 5 o'clock. The remains will be taken to Southeast for interment on Friday morning, Sept. 1.

☞ The members of Union Chapter No. 180, R. A. M., are hereby notified to meet at the Lodge-room of John D. Willard Lodge, O. F. Hall, this (Thursday) afternoon, at 2 o'clock, to attend the funeral of our late Com. JOS. WILSON. By order of JOHN HOOLE, H. P.

MISCELLANEOUS.

NEW LIBRARY OF MESMERISM AND PSYCHOLOGY,

In 2 vols., comprising Philosophy of Mesmerism, Clairvoyance, Psychology, Fascination, Macrocosm, Science of the Soul, &c. Prepaid, by mail, $4. FOWLER & WELLS, No. 389 Broadway, New-York.

"All are but parts of one stupendous whole,
Whose body Nature is, and God the soul."

This work explains modern mysteries, and furnishes a key to that which is beyond the reach of senses, even in the realms of spirits.

HELMBOLD'S EXTRACT BUCHU gives health and vigor to the frame and bloom to the pallid cheek. Debility is accompanied by many alarming symptoms, and if no treatment is submitted to, consumption, insanity or epileptic fits ensue.

FANS, PARIS FANS.

Elegant styles, just received, Three, Five, Eight to Forty Dollars each, for sale by G. C. ALLEN, No. 415 Broadway, one door below Canal-st.

FOR NON-RETENTION OR INCONTINENCE of urine, irritation, inflammation or ulceration of the bladder, or kidneys, diseases of the prostate glands, stone in the bladder, calculus, gravel or brick-dust deposit, and all diseases of the bladder, kidneys, and dropsical swellings, use HELMBOLD'S FLUID EXTRACT BUCHU.

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HELMBOLD'S EXTRACT BUCHU AND IMPROVED ROSE WASH cures secret and delicate disorders, in all their stages, at little expense, little or no change in diet, no inconvenience, and no exposure. It is pleasant in taste and odor, immediate in its action, and free from all injurious properties.

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New styles—Two, Three, Five, Eight, Ten to Seventy-five Dollars a set. For sale by G. C. ALLEN, No. 415 Broadway, one door below Canal-st.

MANHOOD AND YOUTHFUL VIGOR are regained by HELMBOLD'S EXTRACT BUCHU.

SAVE YOUR MONEY.

DON'T PAY ONE DOLLAR FOR A SMALL BOTTLE OF HAIR-DYE, WHEN YOU CAN GET A BOTTLE FIVE TIMES AS LARGE, OF A BETTER DYE, FOR THE SAME MONEY. WILBOR'S MONITOR HAIR-DYE IS SUPERSEDING ALL OTHERS.

It requires no preparation, does not smut or wash off, will not soil the finest linen. One application will last until the hair grows out, when it can be applied at the roots without more trouble than a common hair-oil. It is warranted not to injure the hair or skin. Manufactured by ALEX. B. WILBOR, Chemist, No. 166 Court-st., Boston. For sale in New-York by D. BARNES & CO., Park-row, and by J. MILHAU & SON, No. 183 Broadway.

TAKE NO MORE UNPLEASANT AND unsafe remedies for unpleasant and dangerous diseases. Use HELMBOLD'S EXTRACT BUCHU and IMPROVED ROSE WASH.

CATARRH! HITHERTO INCURABLE! No case of Catarrh has ever been cured until this discovery. All pretensions have been miserable abortions. WM. R. PRINCE, Flushing, N. Y., having discovered the plants which are NATURE'S POSITIVE REMEDIES for this disease, and also for Scrofula of every phase, and for all Liver, Lung, Heart, Kidney and Uterine maladies, Dyspepsia, Consumption, Chronic and Acute Rheumatism, Erysipelas, Bronchitis, Incipient Consumption, Chronic Diarrhea, Dropsy, Nervous Debilities, &c. Will mail his Treatise on all Diseases to applicants who remit ten cents and stamp.

HELMBOLD'S CONCENTRATED EXTRACT BUCHU *is the Great Diuretic.* HELMBOLD'S CONCENTRATED EXTRACT SARSAPARILLA *is the Great Blood Purifier.* Both are prepared according to rules of Pharmacy and Chemistry, and are the most active that can be made.

FOR SALE—AN EASTERN COW, WITH A bull calf, lately arrived from Calcutta; one of those peculiar species known to naturalists, as the bison, and worshipped as a deity in its native country by the Brahmins. It can be seen at any time at No. 86 Madison-st.

ENFEEBLED AND DELICATE CONSTITUTIONS, of both sexes, use HELMBOLD'S EXTRACT BUCHU. It will give brisk and energetic feelings, and enable you to sleep well.

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A READY AND CONCLUSIVE TEST OF the properties of HELMBOLD'S FLUID EXTRACT BUCHU will be a comparison with those set forth in the United States Dispensatory.

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THE GREAT WEST.
TRAVELERS', MINERS' AND EMIGRANTS' GUIDE AND HAND-BOOK
TO THE WESTERN, N. WESTERN AND PACIFIC STATES AND TERRITORIES.
Compiled from the Latest Official Sources.
By EDWARD H. HALL,
Author of "Ho! For the West," "Western Gazetteer," etc.
Price, Paper Covers, 50 cents; Cloth, $1.

"To meet the demand which everywhere exists for cheap, comprehensive and trustworthy information in regard to our Trans-Mississippi and Pacific territory, this Guide and Hand-book to the Great West has been prepared. Believing that a guide, to be valuable, should be impartial and accurate, I have aimed to make this so, and in doing this have not scrupled to avail myself of every source of information that I deemed essential to my desired object. It is a compilation of facts gleaned from the latest and most reliable sources, and is especially designed for the use of the traveler and settler, the miner and the farmer, for the man who travels westward on business or pleasure, as well as he who emigrates thither with a view to settlement."—Extract from Preface.

"THE UNJUST JUDGE."

"As a contribution to our history, it deserves a wide circulation, and as a work of research and accuracy, it is surpassed by few American essays."

A MEMORIAL OF ROGER BROOKE TANEY, late Chief Justice of the United States.

The New-York *Tribune*, in a leading article reviewing the work, says:

"It is always ungracious to speak about the dead. The grave demands generosity, although one of the wisest of men tells us that 'the evil that men do lives after them.' When a man is placed by God in a representative position, his deeds become a portion of history, and our criticism does not refer to the person, but his deeds. It is written in the Gospel: 'For with what judgment ye judge, ye shall be judged; and with what measure ye mete, it shall be measured to you again.' With this as a text, a writer of great power has given us a pamphlet on the late Judge Taney, under the title of 'The Unjust Judge.'"

The work is issued in handsome style, printed with large type and fine paper, making a thick pamphlet of 68 pages. Price 50 cents. Address

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NOTICE.
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LIBERAL ADVANCES MADE.
LEFFERTS, HOFFMAN & CO.,
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U. S. COMPOUND INTEREST NOTES,
ISSUED IN 1864,
BOUGHT AND SOLD BY
VERMILYE & CO.,
No. 44 Wall-st.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, Aug. 1, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that the CHEMICAL NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled "An act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act, required to be complied with, before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that the Chemical National Bank of New-York, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof witness my hand and seal of office, this 1st day of August, 1865.
FREEMAN CLARKE,
Comptroller of the Currency

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 28, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, has been duly organized under and according to the requirements of the act of Congress, entitled "An Act to Provide a National Currency, secured by a pledge of United States Bonds, and to Provide for the Circulation and Redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act;

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and SEAL. seal of office, this twenty-eighth day of June, 1865.
(Signed) FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, July 15, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act;

Now, therefore, I, FREEMAN CLARKE, Comptroller of the Currency, do hereby certify that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

[L.S.] In testimony whereof, witness my hand and seal of office this 15th day of July, 1865.
FREEMAN CLARKE, Comptroller of the Currency.

BANK DEPARTMENT, ALBANY, June 20, 1865.

NOTICE IS HEREBY GIVEN, PURSUANT to Chapter 236, Laws of 1859, and 476, Laws of 1865, that the circulating notes of THE AMERICAN EXCHANGE BANK, a banking association located in the City of New-York, will be redeemed AT PAR by the Superintendent of the Banking Department, on presentation at the Mechanics' and Farmers' Bank of Albany, and at the American Exchange National Bank in the City of New-York, for six years from the date hereof, and not thereafter.

The outstanding notes of said bank must be presented, as aforesaid, for redemption, within six years from the date hereof; and all notes which shall not be presented for redemption and payment within the time thus specified, will cease to be a charge upon the fund in the hands of the Superintendent for that purpose.
H. H. VAN DYCK, Superintendent.

BANK DEPARTMENT, ALBANY, Aug. 29, 1865.

PURSUANT TO AN ACT ENTITLED "An act to provide for a final distribution of the funds held by the Superintendent of the Banking Department belonging to the creditors of insolvent banks and bankers," passed April 10, 1850, notice is hereby given to the holders of the outstanding circulating notes of THE LAKE MAHOPAC BANK, an individual bank located at Mahopac, Putnam County, that the said notes must be presented at this department for payment within six months from this date, and that any of such circulating notes which shall not be presented within the time thus specified, will cease to be a charge upon the funds of the said bank in the hands of the Superintendent.

N. B.—The said notes will be redeemed AT PAR at the National Commercial Bank of Albany, on behalf of the Superintendent.
EDWARD HAND, Superintendent.

UNITED STATES TREASURY,
NEW-YORK, Aug. 22, 1865.

PARTIES HOLDING (30) THIRTY OR more coupons of the Loan of 1864, (10-40s,) maturing on the 1st of September, are requested to hand them in, with schedules, at any time prior to the 30th instant.

Holders complying with the above will have their coupons examined, and checks given for them, on the 31st instant, after 3 o'clock P. M. Blank schedules will be furnished upon application at the Interest Department of this office.
H. H. VAN DYCK,
Assistant Treasurer, U. S.

OFFICE OF THE GERMANIA PETROLEUM CO.,
No. 33 PINE-ST., NEW-YORK, Aug. 25, 1865.

NOTICE IS HEREBY GIVEN THAT the annual meeting of the stockholders of the Germania Petroleum Company of New-York, will be held at the office of the company, No. 33 Pine-st., on WEDNESDAY, Sept. 20, 1865, at 12 o'clock M., at which time an election for trustees to serve the ensuing year will take place. The polls will be open from 12 to 1 o'clock. The transfer books will be closed from Sept. 6 to 21.
CHAS. THROCKMORTON, Secretary.

OFFICE OF THE NATIONAL OIL COMPANY,
No. 99 MAIDEN-LANE, NEW-YORK, Aug. 26, 1865.

THE ANNUAL MEETING OF THE STOCKholders of this company, for the purpose of electing trustees, and transacting other business, will be held at the Company's Office, New-York, on TUESDAY, Sept. 5, at 1 o'clock, P. M. The transfer books will be closed from the 1st to the 6th of September.
E. C. STURGES, Secretary.

OFFICE OF THE CHICAGO AND NORTHWESTERN RAILROAD COMPANY, No. 8 WALL-ST.,
NEW-YORK, Aug. 29, 1865.

COUPONS DUE SEPT. 1 NEXT, FROM bonds of the Peninsula Railroad Company of Michigan, will be paid on and after that date on presentation at this office. JAMES R. YOUNG, Secretary.

NOTICE.—THE ANNUAL MEETING OF THE stockholders of the BENNEHOFF RUN PETROLEUM COMPANY, will be held at the office of the company, No. 8 Pine-st., on FRIDAY, Sept. 8, 1865, between the hours of 12 and 1 o'clock P. M., for the purpose of electing five trustees to act for the ensuing year, together with three inspectors of election. The transfer books will be closed from the 5th to the 9th September, inclusive.
J. C. SANDERS, Secretary.
DATED Aug. 29, 1865.

OFFICE OF THE EMPIRE GOLD AND SILVER MINING COMPANY, No. 191 BROADWAY, (MERCANTILE BANK BUILDING,) NEW-YORK, Aug. 11, 1865.

THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE EMPIRE GOLD AND SILVER MINING COMPANY will be held at the office of the company on TUESDAY, Sept. 19, at 1 o'clock P. M. By order of the board.
HENRY K. GATES, Secretary.

QUEENS COUNTY INTEREST.—THE INterest due Sept. 1, on the Bonds of Queens County, will be paid on presentation at the Atlantic Bank of Brooklyn, or at the County Treasurer's Office, in the village of Hempstead.
LEWIS W. ANGEVINE, Treasurer.
HEMPSTEAD, Aug. 29, 1865.

NEW-YORK, Aug. 25, 1865.

THE ANNUAL MEETING OF THE Stockholders of the Metropolitan Oil Company for the election of trustees, will be held at the office of the company, No. 92 Broadway, on TUESDAY, the 5th day of September next, at 1 o'clock P. M.
R. C. RATHBONE, Secretary.

SARATOGA AND WHITEHALL RAILROAD CO.,
SARATOGA SPRINGS, Aug. 24, 1865.

THE INTEREST COUPONS DUE 1ST September next, on the bonds of this company, will be paid on and after that date at the Bank of the State of New-York, in the City of New-York.
WM. H. WARREN, Treasurer.

FINANCIAL.

VERMILYE & CO.,

BANKERS,
NO. 44 WALL-ST., NEW-YORK,
GOVERNMENT LOAN AGENTS
KEEP ON HAND FOR
IMMEDIATE DELIVERY,
THE ISSUES OF
7-30 TREASURY NOTES, OF ALL DENOMINATIONS.
WE BUY AND SELL ALL CLASSES OF GOVERNMENT SECURITIES AT MARKET RATES.
ALSO, QUARTERMASTERS' CHECKS AND CERTIFICATES OF INDEBTEDNESS.
ORDERS FROM BANKS AND BANKERS EXECUTED ON FAVORABLE TERMS AND WITH DISPATCH.
VERMILYE & CO.

VALUABLE GOLD SECURITIES.
ON SATURDAY, SEPT. 2, 1865, AT 12 O'CLOCK, AT THE MERCHANTS' EXCHANGE READING-ROOM,
$150,000 City of Cambridge 5 per cent. Coupon Bonds, due in 1892. Principal and interest payable January and July in gold, by agreement expressed on the bonds. This the whole gold debt and about half the entire debt of the city.
ALSO,
$190,000 City of Boston 5 per cent. Coupon Bonds, 1884. Principal and interest January and July, in gold.
BY HENSHAW BROTHERS,
NO. 5 MERCHANTS' EXCHANGE,
STATE-STREET,
BOSTON.

LONDON AND SAN FRANCISCO BANK,
LIMITED.
INCORPORATED UNDER "THE JOINT-STOCK COMPANIES ACT OF 1862," OF GREAT BRITAIN.
CAPITAL, £1,000,000, OR $5,000,000,
Of which £100,000, or $500,000, is paid up as Present Capital, and will be increased as THE Growth of the business requires.

The Founders and Proprietors of the Bank are:
Messrs. BISCHOFFSHEIM, GOLDSCHMIDT & CO., London.
Messrs. FRUHLING & GOSCHEN, London.
Messrs. FREDERICK HUTH & CO., London.
Messrs. J. S. MORGAN & CO., (successors to Messrs. George Peabody & Co.,) London.
Messrs. STERN BROTHERS, London.
Mr. FREDERICK RODEWALD, London.
THE BANK OF SAXE MEININGEN, Saxe Meiningen.
Mr. JULIUS MAY, Frankfort-on-the-Main.
Mr. SIGISMUND SULZBACH, Frankfort-on-the-Main.

Head Office, No. 22 OLD BROAD-ST., LONDON.
London Bankers, THE LONDON JOINT STOCK BANK.
Manager at San Francisco, MILTON S. LATHAM.
New-York Agency, No. 53 EXCHANGE-PLACE.

LOCAL DIRECTORS—SAN FRANCISCO:
W. B. JOHNSTON, Agent Liverpool and London Insurance Company.
HENRY CARLTON, JR., Merchant.
A. EHRHORN, Merchant of Hellmann, Bros. & Co.
The above Bank is prepared to transact, in London and San Francisco, all kinds of general Banking and Exchange business between said cities, and all parts of the world.
Special attention paid to collections, purchases of real estate and mining shares, and investments of all kinds in California.
AGENTS IN NEW-YORK:
DABNEY, MORGAN & CO.,
NO. 53 EXCHANGE-PLACE.

BRYAN, VAN SCHAICK & CO.,
BANKERS,
No. 35 Broad-st., New-York.
Government securities, gold and stocks bought and sold exclusively on commission. Four per cent. interest allowed on deposits subject to draft.

GOLD AND SILVER COMPANIES.
Notice is hereby given, that those great novel inventions for concentrating, oxidizing, regrinding and amalgamating, that have been in progress of perfecting since 1854, are now complete, accomplishing the great object desired perfectly. Will be exhibited for a few days, from 1 to 6 P. M., at No. 99 Furman-st., between Wall and Fulton Ferries, Brooklyn, N. Y.

THE NATIONAL PARK BANK OF NEW-YORK.
CAPITAL....$2,000,000. SURPLUS....$1,200,000.
This bank will issue certificates of deposit bearing interest on favorable terms. J. L. WORTH, Cashier.
NEW-YORK, Aug. 21, 1865.

SILVER MINING.
The books are now open at Room No. 25, No. 71 Broadway, for subscriptions to one of the best mining properties in Nevada, directly at Austin.

ALABAMA MONEY WANTED.
Highest prices paid at
MOSES & SCHIFFER, No. 32 Broad-st.

A COAL OIL COMPANY, RECENTLY ORganized, owning a valuable property in West Virginia, having a certain value for coal-mining purposes alone, with prospects for oil, equal to any other property, are in want of a gentleman to take the position of Secretary, who can influence subscriptions to the working capital. To save time, no application will receive attention without references; salary liberal. Address Box No. 1,566 Post-office.

WANTED—$5,000 ON A LIFE INSURANCE POLicy, for a year or less, and with additional security, if required. Address K. K., Box No. 160 *Times* Office.

LAND WARRANTS AND COLLEGE LAND SCRIP constantly on hand, and for sale by C. & G. WOODMAN. No. 60 Wall-st.

COMMISSIONER FOR MASSACHUSETTS and other States—No. 5 Beekman-st., Room No. 8, first floor over Park Bank

SAVINGS BANKS.

MARKET SAVINGS BANK,
No. 82 Nassau (near Fulton) st., New-York.
OPEN DAILY.
SIX PER CENT. INTEREST ALLOWED.
Money deposited now will draw interest from Sept. 1.
JAMES C. STONEALL, President.
HENRY R. CONKLIN, Secretary.

NEW-YORK SAVINGS BANK—CORNER of 14th-st. and 8th-av., open daily, from 1 to 5 P. M., Wednesdays and Saturdays from 1 to 7 P. M. Six per Cent. interest, free from government tax. Deposits made on or before Sept. 1 will draw interest from that date. THOS. CHRISTY, President.
R. H. BULL, Secretary.

DIVIDENDS.

OFFICE OF PACIFIC MAIL STEAMSHIP COMPANY,
NEW-YORK, Aug. 22, 1865.

TWENTY-NINTH DIVIDEND.—NOTICE is hereby given that the Board of Directors have this day declared a dividend of five (5) per cent. out of the net earnings for the quarter ending July 31, payable at the office of the company on WEDNESDAY, 30th inst. The transfer books will be closed on FRIDAY, 25th inst., and reopened on FRIDAY, Sept. 1. By order of the Board of Directors.
THEODORE T. JOHNSON, Secretary.

OFFICE OF PACIFIC MAIL STEAMSHIP COMPANY,
NEW-YORK, Aug. 22, 1865,

SPECIAL NOTICE.—The Board of Directors have this day ordered an issue of four million dollars of scrip stock to the stockholders, recorded on the closing of the books on the 25th inst., share for share, upon which twenty-five (25) per cent. is declared paid, leaving seventy-five (75) per cent. to be called for at the pleasure of the company.

The certificates will be delivered to stockholders on and after WEDNESDAY, Aug. 30. By order of the Board of Directors.
THEODORE T. JOHNSON, Secretary.

OFFICE OF THE SECURITY INSURANCE CO.,
No. 119 BROADWAY, NEW-YORK, Aug. 14, 1865.

DIVIDEND.—THE DIRECTORS HAVE THIS day declared the following Dividends, out of the profits of the past year, viz.:

1. A Cash Dividend of Seven (7) per Cent. on the capital stock, payable to stockholders on demand.

2. A Scrip Dividend of Forty (40) per Cent. on the earned participating premiums of the past fiscal year, (said earned participating premiums being $218,000;) the scrip certificates to be ready for delivery on and after Oct. 1.

3. An Interest Dividend of Six (6) per Cent. on outstanding scrip, payable on and after Oct. 1, all free of government tax. By order.
R. L. HAYDOCK, Secretary.

OFFICE OF THE CHICAGO AND ALTON RAILROAD CO.,
CHICAGO, Aug. 5, 1865.

DIVIDEND NOTICE.—THE BOARD OF DIrectors of the Chicago and Alton Railroad Company have this day declared a dividend of Three and One-half per cent. free of government tax, out of the earnings for the last six months, upon the preferred and common stock of the company, payable at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange-place, in the City of New-York, on the first day of September next, to the holders of said stock who may be registered as such at the close of business hours on the 21st inst., at which time the transfer books will be closed, and reopened on the 2d of September next for transfers.
WM. M. LARRABEE, Secretary.

OFFICE OF THE HUDSON IRON COMPANY,
HUDSON, N. Y., Aug. 25, 1865.

DIVIDEND.—THE BOARD OF TRUSTEES OF the Hudson Iron Company have this day declared a dividend of 10 per cent. on the capital stock, payable at their office, in this city, on FRIDAY, the 1st day of September, 1865, to the stockholders whose names shall on that day stand in the books of said company as stockholders. S. SEYMOUR, Treasurer.

DIVIDEND NOTICE.—AT A MEETING OF the Board of Directors of the Fourth National Bank held this day, a Dividend of Four per Cent. was declared out of the net earnings of the last six months, payable on the 1st September, free from government tax. The books of transfer will be closed on and after the closing of business on SATURDAY, 26th inst., until the 1st day of September. P. C. CALHOUN, President.
B. SEAMAN, Cashier.

OFFICE OF EXCELSIOR FIRE INSURANCE CO.,
No. 130 BROADWAY, NEW-YORK, July 12, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Five per Cent., payable on demand, free of government tax.
SAMUEL M. CRAFT, Secretary.

BUSINESS CHANCES.

COTTON FACTORY.—A GENTLEMAN HAVing a practical knowledge of cotton manufacturing, in all its branches, and possessing an abundant capital, desires to rent or purchase the whole or part interest in a large cotton factory, and connect with it the commission business in this city. Call or address
ROBERT C. GWYER, No. 91 Water-st.

BUSINESS CHANCE—CAPITALISTS OR OTHERS.—The manufacturers of a new sewing-machine, having a store on Broadway, wish to unite with proper parties, and form a stock or other company. Address MANUFACTURERS, Station A. New-York.

WANTED—BY A GENTLEMAN OF MIDDLE age and liberal education, a position as agent, manager or superintendent, in some business, company or factory, here or elsewhere, where the duties of a responsible situation are required. Address H. M. P., Box No. 150 *Times* Office.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARFBOATS, BARGES AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following named STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

AT LITTLE ROCK, ARK., UNTIL MONDAY, SEPT. 11, 12 M., for the
Side-wheel steamer Davenport, (ferry-boat) registered 159 tons.
Stern-wheel steamer Convoy, No. 2, registered 111 tons.
Which can be seen at LITTLE-ROCK, ARK., until the day of sale.

AT VICKSBURGH, MISS., UNTIL FRIDAY, SEPT. 15, 12 M., for
Screw-tug Belle Darlington, registered 84 tons.
One (1) wharf-boat, 796 tons.
One (1) wharf-boat, 787 tons.
Model barges Porter Rhodes and George B. McClane.
Nine (9) gunwale-barges.
Forty (40) coal-boats.
One (1) yawl and one (1) floating-dock.
All of which can be seen at VICKSBURGH, MISS., until the day of sale.

AT NATCHEZ, MISS., UNTIL MONDAY, SEPT. 18, 12 M., for
One wharf-boat, 700 tons.
Model barge Mollie.
Five (5) gunwale-barges.
Three (3) coal-boats.
All of which can be seen at NATCHEZ, MISS., until the day of sale.

AT NEW-ORLEANS, LA., UNTIL WEDNESDAY, OCT. 4, 12 M., for the
Model barge Mulligan, and one (1) coal-boat.
Which can be seen at PORT HUDSON, LA., until the day of sale.
For the wharf-boat Natchez, 700 tons, and two (2) coal-boats.
Which can be seen at BATON ROUGE, LA., until the day of sale.
ALSO, for the
Side-wheel steamer Colonel Holcomb, (building,) registered 220 tons.
Side-wheel steamer Illinois, registered 600 tons.
Side-wheel steamer W. B. Savory, registed 62 tons
Side-wheel steamer J. M. Brown, registered 339 tons.
Side-wheel steamer A. G. Brown, registered 229 tons.
Side-wheel steamer Ohio Belle, registered 300 tons.
Side-wheel steamer Mustang, registered 178 tons.
Side-wheel steamer Saint Charles, registered 557 tons.
Side-wheel steamer Diana, registered 780 tons.
Side-whee steamer E. H. Fairchilds, registered 651 tons.
Side-wheel steamer B. J. Adams, registered 687 tons.
Side-wheel steamer Switzerland, registered 519 tons.
Stern-wheel steamer Ida May, registered 250 tons.
Stern-wheel steamer Iowa, registered 482 tons.
Stern-wheel steamer Altamont, registered 392 tons.
Stern-wheel steamer Dick Fulton, No. 2, registered 118 tons.
Stern-wheel steamer Colonel Benedict, registered 181 tons.
Stern-wheel steamer Colonel Chandler, registered 20 tons.
Stern-wheel steamer Cornie, registered — tons.
Stern-wheel steamer Lizzie Davis, registered — tons.
Stern-wheel steamer Col. Chapin, registered — tons.
Screw tug Leviathan, registered 324 tons.
Screw tug Binnie Banks, registered 32 tons.
Screw tug Baltic, registered 113 tons.
Screw tug Capt. Pitkins, (now building.)
Screw tug (no name and now building.)
Screw tug George E. Tyler, registered 116 tons.
Screw tug America, registered 418 tons.
Screw tug Hancox, registered 150 tons.
Screw tug Admiral, registered 163 tons.
Screw tug Gladiator, registered 171 tons.
Centre-wheel steamer Kepper, registered 81 tons.
Centre-wheel steamer Gen. Ransom, registered 104 tons.
Centre-wheel steamer Col. Colburn, registered 91 tons.
Model barges Nos. 10, 11 and Abbey.
Canal-boat Rosalie.
Ten (10) gunwale barges.
Twenty-four (24) pontoon-boats.
Four (4) yawl-boats, one (1) sail-boat, one (1) metallic-boat, five (5) skiffs, and one (1) set of ways.
All of which can be seen at NEW-ORLEANS, La., until the day of sale.

AT MOBILE, ALA., UNTIL THURSDAY, OCT 12, 12 M., FOR THE
Side-wheel steamer Laurel Hill, registered 783 tons.
Side-wheel steamer Warrior, registered 466 tons.
Side-wheel steamer James Battle, registered 621 tons.
Side-wheel steamer Ariel, registered 302 tons.
Side-wheel steamer N. W. Thomas, registered 511 tons.
Side-wheel steamer Starlight, registered 361 tons.
Side-wheel steamer Iberville, registered 505 tons.
Side-wheel steamer J. D. Swain, registered 227 tons.
Stern-wheel steamer Jennie Rogers, registered 346 tons.
Stern-wheel steamer R. B. Hamilton, (sunk,) registered 199 tons.
Screw tug Perry, registered 154 tons.
Screw tug Alph Cutting, registered 95 tons.
Screw tug Blossom, registered 54 tons.
Model barge Ford; canal-boat GoldenEra; canal-boat (no name); forty (40) pontoon barges; thirty (30) yawl-boats, and three (3) sectional docks.
All of which can be seen at MOBILE, ALA., until the day of sale.

Persons making proposals for more than one boat or barge, should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property, indorsed thereon, and addressed to Brig.-Gen. L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of river transportation at the point designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payments to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. ARTHUR EDWARDS, Assistant Quartermaster, St. Louis, Mo.

By order of the Quartermaster-General:
LEWIS B. PARSONS,
Brigadier-Genera and Chief of Rail and RiverTransportation.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

SEALED PROPOSALS are invited and will be received at the places, and until the dates hereinafter named, for the purchase of the following-named STEAMBOATS, WHARF-BOATS, BARGES and other property:

AT ST. LOUIS, MO., UNTIL TUESDAY, SEPT. 5, 12 M
Side-wheel steamer Autocrat, registered 862 tons.
Side-wheel steamer Izetta, registered 476 tons.
Side-wheel steamer J. H. Baldwin, registered 208 tons.
Side-wheel steamer John Raine, registered 620 tons.
Side-wheel steamer Metropolitan, registered 387 tons.
Side-wheel steamer R. C. Wood (formerly the Louisiana), registered 787 tons.
Side-wheel steamer Nebraska, registered 673 tons.
Side-wheel steamer Baltic, registered 700 tons.
Stern-wheel steamer Emma, registered 194 tons.
Stern-wheel steamer Victor, registered 80 tons.
Stern-wheel steamer Alpha, registered 250 tons.
Stern-wheel steamer Nick W Hughes, registered 180 tons.
Stern-wheel (tow-boat) steamer Newsboy, registered 125 tons
Stern-wheel steamer Silver Lake, registered 140 tons.
Stern-wheel steamer M. V. Baird, registered 91 tons.
Side-wheel steamer United States, registered 50 tons.
Stern-wheel steamer Echo (sunk).
Stern-wheel steamer Mattie Cabler, registered 180 tons.
Stern-wheel steamer Porter, registered 113 tons.
Stern-wheel steamer Alone, registered 211 tons.
Stern-wheel steamer J. S. Pringle, registered 318 tons.
Stern-wheel steamer Jennie Hopkins, registered 250 tons.
Stern-wheel steamer Lioness (tow-boat), registered 233 tons
Stern-wheel steamer Carrie Jacobs, registered 156 tons.
Stern-wheel steamer Annie Jacobs, registered 206 tons.
Stern-wheel steamer Lotus, registered 150 tons.
Stern-wheel steamer Virginia Barton, registered 150 tons.
Screw tug J. C. Rumsey, registered 60 tons.
Stern-wheel tow-boat Michigan, registered 128 tons.
Stern-wheel tow-boat Huron, registered 128 tons.
Side-wheel steamer Transfer, registered 112 tons
Stern-wheel steamer Ad. Hines, registered 112 tons.
Wharf-boat Crescent City, registered 849 tons.
Wharf-boat Glenwood, registered 157 tons.
Wharf-boat Dearborn, 300 tons.
ALSO.
For the model barges General Sheridan, Keokuk No. 1, Keokuk No. 2, Trenton, St. Louis, Hartford, Anna, Archie, Larimer, William Tell, Frank Dougherty, Duchess, Chantie, Phillips, Vulcan No. 1, Vulcan No. 2, Vulcan No. 3, Vulcan No. 4, Vulcan No. 5, Vulcan No. 6, Vulcan No. 7, Rosa, Glendale, Rowena, J. C. Gault, Bob Grier, Dan. Risley, Ed. Kline, Susie, Jessie, Gilmore, Southerner, Guthrie, C. J. Caffrey, Ben. Gerrish, Cartwright, and burnt wrecks of Guthrie, Haight and Hercules.
And seven (7) gunwale barges.
All of which can be seen at ST. LOUIS, Mo., until the day of sale.
Also, one (1) wharf-boat, 300 tons; wharf-boat, (J. C. Irwin,) 148 tons; seventy-seven (77) gunwale barges; A model barges Emma, Fanny, Adam Sproule, Laura and Roanoke; six (6) coal boats; one (1) yawl boat; four (4) skiffs and two (2) small flats.
All of which can be seen at CAIRO, ILLINOIS, until the day of sale.
Also, side-wheel steamer Lue Eaves, registered 50 tons; model barges Austrelitz, Westmoreland, Roanoke, Josephine, and No. 9; and three (3) box barges.
All of which can be seen at EVANSVILLE, INDIANA, until the day of sale.
Also, screw tug Little Giant, registered 53 tons; and six (6) gunwale barges.
All of which can be seen at MEMPHIS, TENNESSEE, until the day of sale.
Also, wharf-boat, 426 tons; one (1) gunwale barge, and two (2) coal-boats.
All of which can be seen at HELENA, ARKANSAS, until the day of sale.
Also, wharf-boat H. R. W. Hill, 800 tons; wharf-boat Michigan, 137 tons; wharf-boat Chancellor, 365 tons; five (5) gunwale barges, and one (1) coal-boat.
All of which can be seen at the MOUTH OF WHITE RIVER until the day of sale.

Persons making proposals for more than one boat or barge should give the name or number of each boat or barge bid for, with price proposed to be given for each.

Each envelope containing a bid should be sealed, and the name of the boat or barge, or description of the property endorsed thereon, and addressed to Brigadier-General L. B. Parsons, Chief of Rail and River Transportation, in care of the officer in charge of River Transportation, at the points designated for opening bids.

The government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.

Payment to be made in United States currency, upon the acceptance of any proposal, and prior to the delivery of the property.

A full description of the property may be obtained on application to Col. Arthur Edwards, Assistant-Quartermaster, St. Louis, Missouri.

By order of the Quartermaster-General.
LEWIS B. PARSONS,
Brig.-Gen., and Chief of Rail and River Transportation.

CUSTOM-HOUSE, NEW-YORK,
COLLECTOR'S OFFICE, Aug. 22, 1865.

PROPOSALS WILL BE RECEIVED AT this office until the 1st of September for supplying ship chandlery for the revenue cutters and boats in this Collection District for the year ending June 30, 1866.

In pursuance of instructions from the Honorable Secretary of the Treasury, these proposals will be made irrespective of quantities, and they will supersede all proposals made previously to this date.

Lists of articles required will be furnished on application to the office of the Superintendent of the Revenue Marine, No. 23 Pine-st. S. DRAPER, Collector.

SEALED PROPOSALS, IN DUPLICATE, are respectfully invited, until Sept. 15, 1865, for the purchase of 1,000 barrels or more of rectified commissary whisky of superior quality, now in store in Norfolk, Va. Packages newly guaged, in prime order, and of the very best quality. Terms cash on delivery. Proposals for any part of the above will be entertained. Samples of the above can be seen either at Commissary Storehouse on dock, in Norfolk; at Fort Monroe; No. 20 South-st., Baltimore, and at No. 4 State-st., New-York.

Proposals to be addressed to THOS. C. SULLIVAN, Captain and C. C. S., Department of Virginia, Richmond Va.

PROPOSALS.

LARGE GOVERNMENT SALE
OF
STEAMBOATS, BARGES, AND SHIP-YARD.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 29, 1865.

Sealed proposals are invited and will be received at the office of the Quartermaster-General (Bureau of Rail and River Transportation,) at Washington, D. C., until the FIRST DAY OF SEPTEMBER NEXT, at 12 o'clock M., for the purchase of the following named steamboats, barges and other property:
Side-wheel steamer Chickamauga, registered tonnage, 207 tons.
Side-wheel steamer Grant, registered tonnage, 190 tons.
Side-wheel steamer Burnside, registered tonnage, 204 tons.
Side-wheel steamer Thomas, registered tonnage, 14 tons.
Side-wheel steamer Sherman, registered tonnage, 140 tons.
Side-wheel steamer Wauhatchie, registered tonnage, 89 tons.
Stern-wheel steamer Knoxville, registered tonnage, 36 tons.
Side-wheel steamer Dunbar, (wreck,) registered tonnage, — tons.
Stern-wheel steamer Kingston, registered tonnage, 93 tons.
Stern-wheel steamer Kenesaw, registered tonnage, 166 tons.
Stern-wheel steamer Bridgeport, registered tonnage, 184 tons.
Stern-wheel steamer Holston, registered tonnage, 86 tons.
Stern-wheel steamer Missionary, registered tonnage, 115 tons.
Stern-wheel steamer Chattanooga, registered tonnage, 89 tons.
Stern-wheel steamer Atlanta, registered tonnage, 221 tons.
Stern-wheel steamer Resaca, registered tonnage, 182 tons.
Stern-wheel steamer Lookout, registered tonnage, 173 tons.
Stern-wheel steamer Stone River, registered tonnage, 214 tons.
Stern-wheel steamer Clinch, registered tonnage, — tons.
Also, seven (7) gunwale barges.
One row-boat, and one model barge.
All of which can be seen at Chattanooga, Tenn., at any time prior to the day of sale.
Also, for the buildings, ways, stationary machinery and appurtenances in the United States ship-building yard at Chattanooga.
A full description of which can be seen at the offices of the Quartermasters of Transportation at Cincinnati, Louisville, Nashville, St. Louis and Chattanooga.
Proposals are invited for each boat or barge separately; the name of the boat or description of the barge to be designated in the proposal.
A full description of the property may be obtained on application to Brevet Col. Arthur Edwards, A. Q. M., St. Louis, Mo.
Each envelope containing a bid should be sealed and indorsed "Proposals for steamers barges, and other property at Chattanooga," "Bureau of Rail and River Transportation," and addressed to the Quartermaster-General, U. S. A., Washington, D. C.
Payment to be made in United States currency upon the acceptance of any proposal, and prior to the delivery of the property.
The Government reserves the right to withdraw any of the above property, and to reject proposals if deemed too low.
By order of the Quartermaster-General.
LEWIS B. PARSONS,
Brigadier-General and Chief of Rail and River Transportation.

PROPOSALS FOR
$1,000,000
GEORGIA CENTRAL RAILROAD
AND
BANKING COMPANY
FIRST MORTGAGE SEVEN PER CENT. BONDS, OF $1,000 EACH,
REDEEMABLE IN TEN YEARS,
WITH COUPONS PAYABLE IN NEW-YORK 1ST MARCH AND SEPTEMBER.

These bonds are secured by a first mortgage to MOSES TAYLOR and JAMES ROBB, trustees, upon the railroad of the company from Savannah to Macon, Georgia, (190½ miles.) The trustees' deed has been made under the advice and direction of SAMUEL J. TILDEN, Esq.

The proceeds of the bonds are required to repair damages to the railroad sustained by the late invasion of Georgia.

The Georgia Central Railroad and Banking Company constructed its railroad without contracting any bonded debt, and its capital account, represented by shares, amounts to $4,666,800, upon which, for several years preceding the war, its dividends were large, and, in 1860, amounted to 26 per cent. It possesses valuable assets, consisting of bonds and stocks in other railroad corporations for over one million of dollars, all of which are expected to prove good with a few years of peace.

The Georgia Central Railroad, connecting at Millen and Macon with the entire system of railways in Georgia, the South Atlantic and Southwestern States, is certain to command a traffic of value and importance; and it is not doubted that the active and enterprising people of Georgia will promptly accept the new state of affairs, and at an early day recover the prosperity lost by war.

We commend these bonds to the public as a safe and reliable security, and proposals will be received for the whole or any part thereof until the 10th day of September, when the bonds will be ready for delivery, or at any time thereafter within thirty days, at the option of the bidder, on a deposit of ten per cent.

The right to reject any or all of the bids is reserved, but if any bid be accepted all bonds bid for at a higher rate shall be awarded to the bidders at the rate of the lowest bid accepted.

The bonds will be coupon, with the right of registration, or, by surrender of the coupons, made transferable on the books of the company, at the pleasure of the holders.

Parties making proposals are requested to address us in writing, and state the amount of bonds desired.
WINSLOW, LANIER & CO., Bankers,
No. 52 Wall-st

ARMY SUPPLIES.

OFFICE OF
ASSISTANT COMMISSARY-GENERAL OF SUBSISTENCE,
No. 4 STATE-ST., NEW-YORK, Aug. 30, 1865.

Sealed proposals (in duplicate) will be received by the undersigned until 4 o'clock P. M., on THURSDAY, the 31st instant, for supplying, for the use of the United States Army, SUBSISTENCE STORES, to be delivered in New-York or Brooklyn, as follows, viz.:

500 barrels of first quality extra superfine Southern, St. Louis, or other brands of FLOUR, suitable for keeping in a warm climate. The brands and places of manufacture to be stated in the bids, and whether in round or flat hoop barrels. The barrels to be in good shipping order, full headlined and bungs sealed.

10,000 GALLONS of the best quality of PURE VINEGAR, made only from Cider or Whisky, free from all foreign acids and injurious substances, and of a uniform strength; the Whisky Vinegar taking thirty-five grains bi-carbonate of potash to neutralize one ounce troy; the Cider Vinegar as near the same strength as may be; to be put up in half barrels of 22 gallons capacity; like samples at this office. Each proposal must state distinctly the kind and quality of Vinegar offered, and the kind of package.

POTATOES—Such quantities as may be required during the month of September, 1865, 60 pounds to the bushel, in good ordinary well coopered barrels.

ONIONS—Such quantities as may be required during the month of September, 1865, 60 pounds to the bushel, in barrels as above.

A printed copy of this advertisement must be attached to each proposal, and the proposals must be specific in complying precisely with all the terms. Each bid, to have consideration, must contain the written guaranty of two responsible names, as follows:

"We, the undersigned, hereby guarantee that should all or any part of the above bid be accepted, it shall be duly fulfilled, according to its true purport and conditions; also, that a written contract, with bonds to the amount of one-fourth the value of the stores proposed to be furnished, shall be executed, if required."

The seller's name, place of business, and the date of purchase, as well as the name of contents, with weight, gross and tare, and shipping marks, to be hereafter designated, must be plainly marked on every package. All other old marks must be obliterated.

All the stores will be carefully inspected before their delivery, and compared with the retained samples. Returns of weights, signed by a professional Public Weigher, must be furnished.

Payment to be made in such funds as may be furnished for the purpose.

Contractors are expected to hold their goods without expense to the United States until required for shipment.

Blanks for Proposals will be furnished at this office, which must be inclosed in an envelope addressed to the undersigned, and indorsed, "Proposals for Subsistence Stores."
H. F. CLARKE,
Colonel, A. D. C. and A. C. G. S.

OFFICE COMMISSARY OF SUBSISTENCE,
No. 2 BRIDGE-ST., NEW-YORK, Aug. 29, 1865.

SEALED PROPOSALS IN DUPLICATE will be received by the undersigned at this office until Saturday, Sept. 2, 1865, for furnishing Fresh Beef, in such quantities as may be required from day to day, at Hart's Island, David's Island, Fort Schuyler, Willet's Point, Sandy Hook, Fort Wood and New-York City, and such places in its vicinity as are not otherwise provided for, for four months, commencing on Sept. 10, 1865, and to incorporate Forts Hamilton and Lafayette, New-York Harbor, for the balance of the period above-mentioned, commencing on Oct. 6, 1865, and also Fort Richmond, commencing Oct. 18, 1865.

Bids can be made for one or more, or all of the posts, at the option of the bidder.

No bid will be entertained that is not made by a regular butcher, who must state his present place of business.

Bidders themselves, or their authorized representatives, *must be present at the opening of the bids, or otherwise their bids will not be considered.*

The government reserves the right to reject any bid which seems unreasonable or disadvantageous to it.

The Fresh Beef is to be of good marketable quality, with due proportion of fore and hind quarter meat, (necks, shanks and kidney tallow to be excluded,) and furnished in such quantities and times as may be required, at the expense of the contractor.

A printed copy of this advertisement must be attached to each proposal, with the names of two veritable sufficient sureties, in $20,000 each, for the whole or its proportion for any one or more posts; and the proposals must be specific in complying precisely with all the terms.

Written contracts are to be made, with adequate bonds, within two days after parties are notified of the acceptance of their bid; the sureties being ready to respond in person, at this office, immediately after being notified.

Payments to be made in such funds as may be furnished by the United States. F. E. BERIER,
Capt. and Commis'y of Subs'e.

WAR DEPARTMENT, OFFICE OF DIRECTOR AND GENERAL MANAGER OF MILITARY RAILROADS, U. S.
WASHINGTON, D. C., July 31, 1865.

FOR SALE—CHATTANOOGA ROLLING MILL. Proposals will be received at this office until 12 o'clock noon, on WEDNESDAY, Sept. 13, 1865, to purchase the United States Military Railroad Rolling Mill at Chattanooga, Tenn., with the machinery, tools, buildings, fixtures, and track connecting the rolling mill with the Nashville and Chattanooga Railroad.

The mill and machinery constructed to reroll railroad iron are entirely new, and of the most improved character.

For full description and details of operation, capacity, &c., apply in person or by letter, to T. W. YARDLEY, Superintendent, Chattanooga, Tenn.

All bids should be indorsed "Proposals to purchase Chattanooga Rolling Mill."
D. C. McCALLUM, Brevet Maj.-Gen.
Director and General Manager Military Railroads, U. S.

COPARTNERSHIP NOTICES.

NEW-YORK, Aug. 9, 1865.

WILLIAM D. BLACK AND ELBERT B MONROE were admitted as partners in our firm the 1st day of March last. BALL, BLACK & CO

AUCTION SALES.

JOSEPH HEGEMAN, Auctioneer.

FRIDAY, SEPT. 1, AT 10 O'CLOCK A. M., at the Central Salesrooms, Willoughby, corner Pearl-st., Brooklyn, a general assortment of rosewood, mahogany and black walnut parlor, chamber and dining-room furniture, mattresses, engravings; Brussels, three-ply and ingrain carpets, oil-cloths, ten canary birds, (males,) chest tools, &c.

AUCTION SALES.

CLOSING SALES
OF
GOVERNMENT HORSES AND MULES.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., Aug. 24, 1865.

Will be sold at public auction, during the Month of SEPTEMBER, to the highest bidder, at the time and places named below, viz.:

NEW-YORK.
New-York City, Tuesday of each week, 100 Horses each day.
New-York City, Thursday of each week, 200 Mules each day.

PENNSYLVANIA.
Philadelphia, Thursday of each week, 100 Horses each day.
Philadelphia, Saturday, Sept. 2, and Wednesday and Saturday of each week thereafter, 100 Mules each day.
Pittsburgh, Thursday and Friday of each week, to Sept. 22, inclusive, 150 Mules each day.
Harrisburgh, Tuesday of each week, 150 Mules each day.
Mauch Chunk, Thursday, Sept 7, 200 Mules.
Indiana, Tuesday, Sept. 12, 150 Mules.
Greensburgh, Thursday, Sept. 14, 150 Horses.
Reading, Thursday, Sept. 14, 200 Mules.
Altoona, Thursday, Sept. 28, 150 Horses.

INDIANA.
Indianapolis, Sept. 11, 13, 15, 25, 27 and 29, 150 Horses each day.
Indianapolis, Sept. 12, 14 and 16, 150 Mules each day.

ILLINOIS.
Chicago, Sept. 5, 7, 9, 19, 21, 23, 30, 150 Mules each day.
Chicago, Sept. 4, 6, 8, 18, 20, 22, 29, 150 Horses each day.

DELAWARE.
Wilmington, Friday of each week, 150 Mules each day.
Wilmington, Tuesday of each week, 100 Horses each day.

NEW-JERSEY.
Trenton, Tuesday, Sept. 5, 150 Mules.
Trenton, Tuesday, Sept. 19, 150 Mules.

MARYLAND.
Baltimore, Thursday, Sept. 7, 150 Mules.
Baltimore, Thursday, Sept. 21, 150 Mules.

MISSOURI.
St. Louis, Thursday, Sept. 7, and Tuesday and Thursday of each week thereafter, 200 Mules each day.

KANSAS.
Fort Leavenworth, commencing Tuesday, Sept. 12, and continuing thereafter at such times as the Depot Quartermaster may designate, 2,000 Mules.

GIESBORO, D. C.
Tuesday and Thursday of each week, 100 Horses each day.
No sales of Mules will take place at
WASHINGTON, D. C.

The animals to be sold in September are superior to any heretofore offered to the public. The majority of them are sound and serviceable.

It is expected that at this series of sales, all the surplus government animals will be disposed of. Buyers should, therefore, avail themselves of this last opportunity to purchase.

Animals will be sold singly.
Sales to commence at 10 A. M.
Terms cash, in United States currency.
JAMES A. EKIN,
Brevet Brigadier-General in Charge,
First Division, Q. M. G. O.

LARGE SALE OF GOVERNMENT CARS, ENGINES, AND RAILROAD IRON.

UNITED STATES MILITARY RAILROADS,
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., Aug. 11, 1865.

Will be sold at CITY POINT, Va., on WEDNESDAY, Oct. 11, at 11 o'clock A. M., about four thousand (4,000) tons Railroad Iron.

At PORTSMOUTH, Va., on FRIDAY, Oct. 13, at 12 M.:
Five (5) first-class Locomotive Engines.
About fifty (50) Freight Cars and one (1) Passenger Car.
At NORFOLK, Va., Oct. 13, at 5 P. M.:
One new Locomotive Engine, 5 foot gauge.
At ALEXANDRIA, Va., on TUESDAY, Oct. 17:
Fifty (50) first-class Locomotive Engines, 4 feet 8½ inch gauge.
Eighteen (18) new Platform Cars, 5 foot gauge.
Twenty-five (25) new Box Cars, five (5) foot gauge.
About three hundred and fifty (350) Box Cars, 4 feet 8½ inch gauge.
About two hundred and thirty (230) Platform Cars, 4 feet 8½ inch gauge.
About thirty (30) Stock Cars, 4 feet 8½ inch gauge.
Twenty (20) Passenger Cars, 4 feet 8½ inch gauge.
One (1) Wrecking Car, 4 feet 8½ inch gauge.
Two (2) new Trucks.
Sixty (60) new Trucks, framed.
Fourteen (14) Flats, framed.
About two thousand (2,000) tons Railroad Iron.
Sales to commence at ALEXANDRIA at 10 A. M., and to continue from day to day until all are sold.
Terms: Cash, in Government funds.
H. L. ROBINSON,
Brevet Col. and A. Q. M., U. S. Military Railroads.

AUCTION SALE OF GOVERNMENT WHISKY.

OFFICE DEPOT COMMISSARY SUBSISTENCE,
NASHVILLE, Tenn., Aug. 18, 1865.

BY ORDERS FROM THE WAR DEPARTMENT, whisky having ceased to be a ration, I will offer for sale at PUBLIC AUCTION, at government warehouse in the City of Nashville, Tenn., on TUESDAY, the 5th day of September, 1865, SEVENTY-FIVE THOUSAND (75,000) GALLONS WHISKY, more or less.

This whisky is mostly copper distilled, put up in well-coopered barrels, all of which will be reguaged prior to sale, and the contents of each barrel marked thereon; it will be classified as to quality, and each class sold separately.

Samples may be seen at my office, No. 12 South Cherry-st., in this city, on and after the 25th day of August, 1865, and at warehouse on day of sale.

Sale to commence at 11 o'clock, A. M. Terms—Cash, in government funds. Whisky to be removed immediately after sale, at the expense of the purchaser.

By order of Col. J. C. READ, Chief Commissary Subsistence, M. D. T.
J. M. BLAIR,
Captain and C. S. V.,
In charge of Depot.

LARGE AND VALUABLE MINING PROPERTY AT AUCTION.
ACTON COPPER MINE OF CANADA.

Will be sold on SATURDAY, Sept. 2, at the Merchants' Exchange, Boston, by J. L. HENSHAW & BRO., Auctioneers, this large and valuable property, situated at Acton Vale, C. E., on the line of the Grand Trunk Railroad, and half a mile from Acton Station. It contains one hundred acres of land, and is one mile in length on the strike of the vein. The mine is very thoroughly equipped with all buildings, machinery and fixtures necessary for raising, dressing and shipping from 600 to 800 tons of marketable ore per month. The machinery embraces among other items, four steam engines, of from 12 to 45 horse-power each, with heavy boilers; one Blake's Rock Breaker; a large and powerful crushing mill, pumping and hoisting machinery, &c.

There are extensive arrangements for dressing ore by water; also, blast furnaces, with large blast cylinders, &c. All of the machinery is nearly new and in complete order. The "supplies" and stores on hand cost over $7,000.

The entire property will be sold in one lot. For further particulars inquire of the Treasurer of the South-eastern Mining Company, No. 13 Exchange-st., Boston, or of ROBERT LECKIE, Esq., on the premises.

UNITED STATES MILITARY RAILROADS.

OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., July 25, 1865.

AUCTION SALE OF ROLLING STOCK.

Will be sold at public auction, to the highest bidder, the following rolling stock:

On TUESDAY, Sept. 19, at the Portland Company's shop, in Portland, Maine, six (6) locomotive engines.

On THURSDAY, Sept. 21, at Hinkly & Williams' shop, in Boston, Mass., four (4) locomotive engines.

On MONDAY, Sept. 25, at Kennett-square, near Philadelphia, Penn., fifty (50) box freight cars, four feet eight and a half-inch gauge.

On WEDNESDAY, Sept. 27, at Wilmington, Del., eighty-four (84) box freight cars, five-foot gauge.

The above stock is all new and of the very best quality. The engines are five-foot gauge, five-foot drivers, and cylinders 16x24 inches. They can be changed to narrow gauge at a trifling expense.

Sales to commence at 10 A. M.
Terms cash, in government funds.
H. L. ROBINSON,
Brevet Colonel and A. Q. M.

NOTICE IS HEREBY GIVEN THAT under and by virtue of a certain instrument of indenture, dated the sixth day of February, in the year one thousand eight hundred and forty-nine, made and entered into between EDWARD K. COLLINS, JAMES BROWN, ELISHA RIGGS, WILLIAM S. WETMORE and STEWART BROWN, of the first part; PROSPER M. WETMORE, of the second part, and the United States of America, by JOHN Y. MASON, Secretary of the Navy of the United States, of the third part, and for the purpose of obtaining repayment of the sum of one hundred and fifteen thousand and five hundred dollars, being the amount of the outstanding balance of advances due, unpaid and unrefunded to the United States, with interest thereon from the twentieth day of February, in the year one thousand eight hundred and fifty-eight, I will on the first day of November, in the year one thousand eight hundred and fifty-eight, at 12 o'clock at noon, sell at the Merchants' Exchange, at the City of New-York, at public auction, for cash, the steamship *Atlantic*, her tackle, apparel, &c.
PROSPER M. WETMORE, Trustee.

NEW-YORK, April 19, 1858.

The above sale having been postponed from time to time to this date, it is hereby again postponed until THURSDAY, October twenty, one thousand eight hundred and sixty-four, at the Merchants' Exchange Salesroom, No. 111 Broadway, in the City of New-York, at twelve o'clock at noon.
PROSPER M. WETMORE, Trustee.

NEW-YORK, May 31, 1864.

The above sale is postponed till WEDNESDAY, November thirty, one thousand eight hundred and sixty-four, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, October 20, 1864.

The above sale is postponed till THURSDAY, January twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, November 30, 1864.

The above sale is postponed till THURSDAY, March twenty-three, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, January 26, 1865.

The above sale is postponed till WEDNESDAY, April twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, March 23, 1865.

The above sale is postponed till WEDNESDAY, May twenty-four, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, April 26, 1865.

The above sale is postponed till Wednesday, June 28 1865, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, May 24, 1865.

The above sale is postponed till WEDNESDAY, August 23, 1865, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, June 28, 1865.

The above sale is postponed till THURSDAY, October twenty-six, one thousand eight hundred and sixty-five, at the same hour and place.
PROSPER M. WETMORE, Trustee.

NEW-YORK, Aug. 23, 1865. aug24-lawtoct26.

ASSISTANT QUARTERMASTER'S OFFICE,
No. 19 STATE-ST., NEW-YORK CITY, Aug. 28, 1865.

BY ORDER OF THE CHIEF QUARTERMASTER, I will sell at public auction, at 3 P. M., on THURSDAY, the 31st inst., at Central Park Hospital, a quantity of Quartermaster's property, viz.: Cauldron furnaces, ranges, stoves, stove pipe, cooking utensils, laundry stoves, tables, benches, bread bins, troughs and boxes, wash-tubs, tanks, sinks, old iron, tent platforms, &c., &c., &c.

Terms, cash on weighing and delivery.

For further information in regard to the property, application may be made to the Surgeon in charge of the hospital, or to the undersigned.

By order of Brig.-Gen. STEWART VAN VLIET.
(Signed,) R. C. MORGAN, Capt., A. Q. M.

MORTGAGE SALE.—MACHINERY, GAS METERS, &c.—By virtue of several chattel mortgages, I will expose for sale, at public vendue, on TUESDAY, the 29th day of August, 1865, at 10 o'clock in the forenoon, at No. 76 West Thirty-seventh-st., all the machinery, stock and fixtures connected with the manufacture of gas meters, comprising turning lathes, vices, tools, work benches, patterns, shafting, pulleys, belting, meters, &c.; also office furniture, iron safe, &c.
JOHN W. THORP, Attorney for Mortgage.

NEW-YORK, Aug. 22, 1865.

The sale of the above property is hereby postponed until THURSDAY, the 31st instant, at the same time and place.
JOHN W. THORP,
Dated Aug. 29, 1865. Attorney for Mortgagee.

AUCTION SALES.

GREAT SALE OF GOVERNMENT HORSES AND MULES.
25,000 ANIMALS TO BE SOLD DURING THE MONTH OF AUGUST,
In the States of New-York, Pennsylvania, Ohio, Indiana, Delaware, Maryland, and New-Jersey, and the District of Columbia.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 24, 1865.

Will be sold at public auction, to the highest bidder, at the time and places named below, viz:

NEW-YORK.
New-York City, Tuesday and Friday of each week, 200 Horses each day.
New-York City, Wednesday of each week, 200 Mules each day.
Elmira, Tuesday, August 8, 200 Horses.
Elmira, Tuesday, August 15, 500 Mules.
Albany, Friday, August 25, 500 Mules.
Buffalo, Wednesday, August 30, 500 Mules

PENNSYLVANIA.
Philadelphia, Thursday of each week, 200 Horses each day.
Philadelphia, Wednesday and Saturday of each week, 100 Mules each day.
Pittsburgh, Thursday of each week, 150 Mules each day.
Pottsville, Tuesday, August 1, 200 Mules.
Mifflintown, Friday, August 4, 200 Mules.
York, Friday, August 4, 200 Horses.
Newville, Wednesday, August 9, 100 Horses.
Newville, Thursday, August 10, 100 Mules.
Reading, Friday, August 11, 200 Horses.
Shippensburgh, Wednesday, August 16, 100 Horses
Erie, Thursday, August 17, 200 Horses.
Shippensburgh, Thursday, August 17, 100 Mules.
Williamsport, Friday, August 18, 200 Horses.
Indiana, Monday, August 21, 200 Horses.
Chambersburgh, Wednesday, August 23, 100 Horses.
Chambersburgh, Thursday, August 24, 100 Mules.
Milton, Friday, August 25, 200 Horses.
Carlisle, Wednesday, August 30, 100 Horses.
Carlisle, Thursday, August 31, 100 Mules.

OHIO.
Columbiana, Tuesday, August 1, 100 Horses.
Salem, Wednesday, August 2, 100 Horses.
Alliance, Thursday, August 3, 200 Horses.
Canton, Saturday, August 5, 200 Horses.
Cleveland, Tuesday, August 8, 1,000 Mules.
Massillon, Tuesday, August 15, 200 Horses.
Crestline, Thursday, August 17, 500 Mules.
Cleveland, Monday, August 21, 200 Horses.

INDIANA.
Fort Wayne, Thursday, August 24, 1,000 Mules.

DELAWARE.
Wilmington, Tuesday of each week, 200 Mules each day.
Wilmington, Friday of each week, 200 Mules each day.

NEW-JERSEY.
Trenton, Thursday, August 10, 200 Mules.
Trenton, Thursday, August 24, 200 Mules.

MARYLAND.
Baltimore, Wednesday, August 9, and Wednesday of each week thereafter, 200 Horses each day.

WASHINGTON, D. C.
Each week-day, 200 Mules.

GIESBORO, D. C.
Each week-day except Wednesday, 200 Horses.

An opportunity to purchase a superior class of saddle and draft animals, at far less than their true value, is now offered to the public.

Though the majority of them are sound and serviceable, they are no longer required in the army, and must be sold.

Many of the mules were bought in the beginning of the war, when young, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar, from being so long surrounded by the soldiers.

Animals will be sold singly.
Sales to commence at 10 A. M.
Terms—Cash, in United States currency.
JAMES A. EKIN,
Brevet Brigadier-General, in charge
1st Division, Q. M. G. O.

TRUSTEE'S SALE
OF VALUABLE
REAL ESTATE,
IN NEWCASTLE COUNTY, DEL.

A family mansion and country seat, with valuable farm attached.

One mile from the City of Wilmington, Del., known as "Eden Park."

This estate,
CONSISTING OF 185 ACRES,
of the most productive and desirable land in Newcastle County, will be offered at public sale on
WEDNESDAY, Sept. 27, 1865,
at the hotel of B. C. Pearce, at 5th and Market sts., in the City of Wilmington, at 2 o'clock P. M. It will be sold in two separate parcels.

No. 1.—The MANSION HOUSE, with its stabling, outbuildings, &c., complete, with TWELVE ACRES OF THE FINEST LAND, including the Grove, Lawns, Nursery; also, large and highly cultivated VEGETABLE GARDEN, with gardener's house erected thereon.

The mansion is a spacious three-storied stone and brick building, rough cast, newly fitted up, with parlor, dining and smoking rooms, library, two halls and conservatory on the first floor; fourteen bed chambers besides servants' rooms and good attics on the upper floors; the whole in excellent condition. The roof and upper stories were built in 1863, of the best material and workmanship; the rooms are well distributed and proportioned, supplied with bath and water closets, good drainage, and ample supply of pure water in the house. The kitchen, wash and ironing rooms, with coal house, &c., all complete. Large, dry and commodious cellars under the entire building, with heating apparatus, flues, &c. The stable appurtenant is of brick, new and well arranged for seven horses, with abundant carriage room, and adjoining it there is a well-constructed ice-house of ample capacity.

The grove adjoining is composed of the finest old trees, through which avenues are laid out; the grounds surrounding are well stocked with a variety of the choicest fruit trees, also flowers and shrubbery. The entire establishment is of a class rare in this country, and seldom offered for sale, and has been occupied only by its owners during the present century.

NO. 2—THE EDEN PARK FARM,
containing 173 acres of land, not surpassed in fertility and productiveness by any in the County of Newcastle. It is well fenced and watered throughout, with complete set of buildings, partly new, and all substantial. The farm-house is a double three-storied brick building. There are three large barns, with ice-house, granary, tool-house, out-houses, shedding, stock-yard, &c., with abundant supply of excellent water from wells, with pumps in good order. The property abuts upon the Christiana River, with excellent landing for steam or sailing vessels, the bank or levee having lately been renewed and faced with stone, so as to be permanent without further outlay. The location of this property and the character of its soil especially adapt it to the production of vegetables and fruit, for which the adjacent markets of Wilmington and Philadelphia create a constant and growing demand. A large and profitable vegetable garden is now in operation upon the farm, and the inducements for its increase are very great.

The place is perfectly healthy, and lies in the midst of a fertile district of well improved farms, intersected with excellent roads, and is within fifteen minutes drive of the stations of the Philadelphia and Baltimore, and the Delaware Railways, also steamboats for Philadelphia.

Inspection by those desiring to purchase can be had by applying to the tenant at the farm house, or to the coachman in charge of mansion and grounds, on or after Sept. 1. The title is unquestionable, and terms of sale will be favorable. Possession of the mansion given immediately, and likewise of the farm—the latter subject to a tenancy on shares, (with a first-class tenant,) expiring March 25, 1866. For further particulars address,
FLORENCIO J. VERRIER, Trustee,
No. 615 Walnut-st., Philadelphia,
or THOMAS F. BAYARD,
Wilmington, Del.

N. B.—The landlord's share of the farm stock is for sale, and a pair of valuable carriage horses, with household furniture, &c., will be sold on Sept. 28, on the premises.

HENRY H. LEEDS, Auctioneer.

FURNITURE, HORSES, CARRIAGES, HARNESS, &c.—HENRY H. LEEDS & MINER will sell at auction on FRIDAY, Sept. 1, at 10½ o'clock, on the premises, in Clinton-av., between Fulton and Atlantic sts., Brooklyn,

ELEGANT HOUSEHOLD FURNITURE, HORSES, CARRIAGES, SLEIGH, &c., formerly the property of a gentleman having left for Europe, comprising velvet and Brussels carpets, carved rosewood chairs, covered in crimson and gold brocatel, elegant 7-octave rosewood piano, pearl inlaid, with pearl keys and round corner; carved rosewood marble-top, extra rosewood marble-top centre table; carved rosewood suite in crimson brocade, elegant gilt frame French plate oval mirrors, carved library furniture in black walnut, dining-room furniture in black walnut, consisting of dining table, dining suite, elegant lace window curtains, superb dinner set, (cost $600,) &c.

Also at 12 o'clock, on the premises,

A pair of bay horses about 7 years old, 14 and 15 hands high, perfectly sound and kind, will drive in single and double harness, good saddle horses and stylish drivers.

An elegant carriage, with pole and shafts, lined with crimson silk, with bell and tube; has been used but a few times.

A double sleigh, plush lined, with pole and shafts, single and double harness, carriage cover, fly nets, &c. The above will form one of the best sales that has taken place for a long time, and we call particular attention to the same. Catalogues may be obtained at our office.

LARGE SALE OF GOVERNMENT RAILROAD ENGINES AND CARS.

UNITED STATES MILITARY RAILROADS,
OFFICE OF ASSISTANT QUARTERMASTER,
WASHINGTON, D. C., Aug. 11, 1865.

Will be sold at MANCHESTER, opposite Richmond Va., on TUESDAY, Oct. 3:
Twenty-five (25) new first-class Locomtive Engines, five (5) foot guage, five (5) foot drivers, cylinders 16x24 inches; capacity of tank, 1,900 gallons.
Five (5) first-class Locomotives, 4 feet 8½ inches guage
Two hundred and sixty-five (265) new Box Freight Cars five (5) foot guage.
Fifteen (15) new Platform Cars, five (5) foot guage.
Ten (10) Freight Cars, 4 feet 8½ inches guage.
The sale to continue from day to day until all are sold.
Sale to commence at 10 o'clock.
Terms: Cash, in Government funds.
H. L. ROBINSON,
Brev. Col. and A. Q. M.

SALE OF HOSPITAL BEDDING, FURNITURE, &c.

MEDICAL PURVEYOR'S OFFICE,
WASHINGTON, D. C., Aug. 29, 1865.

Will be sold at public auction, on THURSDAY, the 7th of September, at Judiciary Square Warehouses, 5th and E sts., at 10 o'clock A. M.,

A LARGE QUANTITY OF SERVICEABLE HOSPITAL PROPERTY,
embracing blankets, sheets, counterpanes, mattresses, mosquito bars, pillows, chairs, bath-tubs, refrigerators, tin basins, wooden buckets, bedside tables, &c.

At the close of the sale will be sold 3,000 good and 500 damaged IRON BEDSTEADS.

Terms—Cash, at time of sale.

Successful bidders must remove their purchases within forty-eight (48) hours from the date of sale. If not removed within that period, the articles will be sold at the next subsequent sale, at the risk of the first purchaser.
C. SUTHERLAND,
Surgeon U. S. A. and Medical Purveyor.

GEORGE COOK, Auctioneer,
Salesrooms No. 91 Liberty-st.

HOUSEHOLD FURNITURE, CARPETS, PIANOS.

On THIS DAY, at 10½ o'clock, a general assortment of first-class city made furniture, including parlor suites of various kinds, chamber, library and dining-room suites, superb rosewood wardrobe, etageres, library and secretary bookcases, lounges, easy chairs, hall-stands, Crossly's best velvet carpets, French plate mantel mirror, &c., by catalogue.

MORRIS WILKINS, Auctioneer.

STOCKS AT AUCTION.

E. H. LUDLOW & CO. will sell at auction on SATURDAY, Sept. 2, 1865, at 12½ o'clock, at the Exchange Salesroom, No. 111 Broadway, Trinity Building, New-York, for account of whom it may concern:
135 shares CONTINENTAL SCREW COMPANY, hypothecated, par $100. Terms cash.
E. H. LUDLOW & CO.,
Auctioneers.

HENRY D. MINER, Auctioneer—Salesroom No. 37 Nassau-st., opposite the Post-office.

MINER & SOMERVILLE WILL SELL at auction, FRIDAY, Sept. 1, at 10½ o'clock, at their salesroom, No. 37 Nassau-st.—Elegant household furniture, removed for convenience of sale, comprising velvet and Brussels carpets, pier and mantel French plate mirrors, carved rosewood parlor suites in brocatel, with slip covers; rosewood etageres, fauteuils, rosewood canterburys, ladies' escritoires, rosewood piano-forte and stool, together with mattresses, bedding, bedsteads, &c., &c.

FOR SALE.

FOR SALE THE COUNTRY SEAT OF the late Jacob B. Herrick, situated on the Hunt's Point Road, Westchester County, ten miles from the City Hall, accessible by steamboat, steam and horse car. There are twenty-four acres of land, extending to the water, all in a high state of cultivation, with every variety of choice fruit. The buildings, which are nearly new, comprise the dwelling-house, large and replete with every convenience, commanding a fine view of the Sound; adapted for a Winter as well as a Summer residence, having a furnace, heater, double sashes; plumbing throughout, supplying laundry, kitchen, bath-room, &c., &c. Also, a gardener's house, coach-house, barns—all in perfect repair. There is also an ice-pond, ice-house, and a fine well of soft water. A rare opportunity is offered to merchants and others to secure an elegant home. A large part of the purchase money can remain on mortgage for a term of years. For further particulars apply to Mr. J. HOBART HERRICK, 10 South-st., New-York.

$22,500.—FOR SALE—A FINE COUNTRY seat, with a farm of 80 acres in extent, situated a few miles from New-York, on navigable waters, within one minute's walk of the railroad depot. The grounds, which command an excellent view of the surrounding country, are beautifully laid out, with a well-shaded lawn, large vegetable and flower gardens, extensive grape arbor, which yields abundantly, and a large variety of fruit-trees in good condition. The mansion is 40x40 feet square, two stories and basement, with piazza; the parlors are elegant and well finished. The outbuildings, of which there are a number, are well built and in good repair. The property will be sold on easy terms, or exchanged in part for city property. Apply to RICHARDSON & PLATT, No. 180 Broadway.

REAL ESTATE AT BINGHAMTON, N. Y.—We offer for sale two fine mill-sites, two elegant residences, together with a variety of farms and city property. Binghamton is unsurpassed for beauty, and is rapidly increasing in permanent wealth. There can be no more desirable place of residence in the State. It is situated at the junction of two fine rivers; is traversed by four lines of railroad and a canal. Heavy contracts on the Chenango Canal and the Albany and Susquehanna Road are now creating a great demand for labor here. ISBELL & VERPLANCK, No. 93 Washington-st., Binghamton.

FARM FOR SALE—AT BLACK POINT, Shrewsbury River, N. J., opposite the Highlands of Neversink—110 acres; two houses with necessary outbuildings, stock, farming implements, &c. Easy of access by railroad and steamboat, and well adapted to the raising of early truck, or could be advantageously divided into villa sites. For terms, &c., apply to Mrs. M. L. PARKER, on the premises, or to N. L. BRUNDAGE, Lenox Insurance Co., No. 16 Wall-st., or W. L. TYSON, foot of 7th-st., East River.

A BEAUTIFUL COUNTRY RESIDENCE FOR SALE—Situated on the banks of the Hudson River, within a short distance of the Railroad Depot. It is located on high ground and commanding a fine view of the surrounding country. There is on the premises a large dwelling, gate-house, carriage-house, barn, sheds, ice-house and other buildings, built of the best materials and nearly new. It will be sold with the horses, carriages, sleighs, &c., if desired. Apply to WM. MALLORY, Staatsburgh, N. Y., or to JOSEPH DELLA TORRE, No. 105 South-st.

FOR SALE—SEVERAL DESIRABLE RESIdences on 5th and Madison avs.; one or two with stables attached.
Also, houses and lots for sale on the principal streets up town.
Apply to ALLEN & BROWN, No. 96 Broadway.

FOR SALE—AT QUEENS, L. I., THIRTEEN miles from city and half a mile from depot, a beautiful country seat of 30 acres; house has modern improvements; handsome green-house, very fine garden, 1,000 fruit trees, and very commodious office houses; all in the very best of order; stock, crops, and everything on the place to go with it. Owner going to Europe. Apply to E. H. LUDLOW & CO., Pine-st.

FOR SALE OR TO LET—ON THE HUDSON River, about five minutes' walk from the Dobbs' Ferry Depot, a small country seat, containing about two acres of land, handsomely laid out and stocked with choice fruit and ornamental trees; stable and coach-house, and a never failing spring of excellent water on the place. For further particulars address J. H. R., Box No. 3,435 Post-office.

FOR SALE OR TO LET—THE SPLENDID country seat, replete with every improvement and convenience, spacious grounds, graperies, hot houses, stables, &c., recently owned and occupied by Judge Baldwin, and situated in the beautiful village of Yonkers. Apply to I. M. SINGER, Esq., on the premises, or at office of the Singer Manufacturing Company, No. 458 Broadway.

FOR SALE—THE DESIRABLE THREE-STORY brick house, with high stoop, basement, cellar and attic. This house is situated immediately opposite the elegant residence of Edward Dodge, Esq., (of Clark, Dodge & Co.,) and is supplied with hot and cold water, baths, &c.; it is well worthy the especial attention of purchasers. For terms apply to HYMAN & SHEPHERD, No. 80 Cedar-st.

FOR SALE—CASTLE HILL NECK, THE RESIdence of Gouverneur M. Wilkins, containing 341 acres, situated on the East River, in the county of Westchester, and within an hour's drive of this city. This place is healthful, improved, fertile and accessible by land or water; the woodlands are fine and the grounds and views beautiful. Apply on the premises.

WESTERN LANDS.—PARTIES OWNING lands in Michigan, Ohio and other Western States can have their taxes paid, the land redeemed from tax sales, titles perfected, deeds recorded, and their land sold for a reasonable commission. Address J. BENNETT, Box No. 5,194 New-York Post-office.

FURNISHED HOUSE IN BROOKLYN FOR SALE—ten minutes' from Wall-st. Ferry, near City Hall; four-story, brown-stone, 25 feet front, all latest improvements; carpets and part of furniture new. Lowest price, $22,500. Principals only. Address CLINTON, Box No. 2,512 New-York Post-office.

FOR SALE — FIRST-CLASS BROWN-STONE house, with stable attached; location one of the most desirable in the city, No. 433 5th-av., corner 39th-st.; the house is in perfect order and furnished throughout; immediate possession. Apply to W. S. HUMPHREYS, No. 724 Broadway.

FOR SALE — THE THREE-STORY BROWN-stone front house, in 3d-place, Brooklyn, 25x38, extension 20x26; has parlors, dining-room and kitchen on one floor; in splendid order; all modern improvements; price reasonable. Apply to DAVENPORT & FANNING, Montague-st., near Post-office.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 59 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE—THE FINEST PLOT OF GROUND, on 125th and 126th sts., near 5th-av., that is offered for sale in Harlem, and can be bought at a low price if sold in a few days.
LEHMAN & BROWN, No. 1,275 Broadway.

FOR SALE CHEAP—A FIRST-CLASS STOCK of fashionable goods, in tip top condition; also lease of store; terms cash, or part cash and unquestionable security. Apply on the premises, for one week, No. 331 8th-av., New-York.

FOR SALE.—A HANDSOME PROPERTY 2½ hours from New-York, on the New-York and Erie Railroad, consisting of about two acres of land, with dwelling-house and barn. Particulars at ROBERT CARTER & BROTHERS' Bookstore, No. 530 Broadway.

FOR SALE—IN ST. MARK'S-PLACE, A FIRST-class four-story house; full lot; in perfect order, with immediate possession. Apply to HOMER MORGAN, No. 2 Pine-st.

FOR SALE—AT GREENWOOD, A FULL LOT of ground; a monument erected there without inscription; has shrubbery, &c. Inquire of J. WRIGHT, No. 1,204 Fulton-av., Brooklyn.

FOR SALE CHEAP—THE THREE-STORY brown-stone house on the southeast corner of 6th-av. and 124th-st., well and substantially built, and in good order. Apply to LEHMAN & BROWN, 1,275 Broadway.

FOR SALE—SEVERAL FIRST-CLASS RESIdences, on Madison and 5th avs. For particulars, apply to ALLEN & BROWN, No. 96 Broadway.

FOR SALE—FIRST-CLASS BROWN-STONE front houses and lots, on Murray Hill. For particulars apply to ALLEN & BROWN, No. 96 Broadway.

TO LET.

TO LET—WITH STEAM POWER—
5 large, light and airy floors.
3 100x25.
2 50x25.
Inquire at SPRINGMEYER BROS., 76th-st. and 3d-av., or No. 722 Broadway, New-York.

A LARGE AND HANDSOMELY FURNISHed house to let, with speaking tubes and all other modern improvements, and capable of accommodating a number of boarders; eligible to all the ferries, and has receipted $250 per week; will be let cheap to a good tenant. Apply at No. 290 Bridge-st., Brooklyn.

TO LET—AT MASPETH, L. I., A GOOD TWO-story house, with an acre of land and good barn, stable, &c., on Maspeth-av., about 2½ miles from Grand-st. Ferry, Williamsburgh. Apply to JOHN R. MAURICE, No. 11 Old-slip.

FURNISHED HOUSE TO RENT ON WEST 22d-st., fully furnished with linen and silver if wanted. Possession immediately. Rent $300 per month. JAMES R. EDWARDS, No. 277 West 23d-st.

TO LET.—A FIRST-CLASS PRIVATE STABLE, on 32d-st., between 4th and Madison avs.; will answer for two private establishments. Inquire at No. 59 East 31st-st.

TO LET—A NEATLY AND COMPLETELY FURnished cottage, at Hastings on the Hudson, suitable for a small family without children. Address Box No. 1,807 New-York Post-office.

STORE TO LET—ON BROADWAY, TWO OR three blocks above Canal-st.; a corner store and basement, suitable for a jobbing-house. For information apply at No. 171 Broadway. W. P. SEYMOUR.

STABLE TO LET.—TWO STALLS AND ROOM for one carriage, in a first-class stable on Murray Hill, to let to May 1. Apply to HOMER MORGAN, No. 2 Pine-st.

HOUSES & ROOMS WANTED.

WANTED—PART OF A HOUSE, UNFURnished, suitable for housekeeping, by a family of three persons; location must be in some respectable neighborhood. Address, stating rent, location, &c., W. O. R., Box No. 164 *Times* Office.

WANTED TO BUY—FOR CASH, A WOOLEN mill, water power, with 6 to 10 sets of good machinery, now in operation. Address Box No. 5,134 New-York Post-office.

WANTED—TO PURCHASE FIRST-CLASS houses and lots in good locations, with or without stables. ALLEN & BROWN, No. 96 Broadway.

HORSES AND CARRIAGES.

CARRIAGES FOR SALE.—THE IMMENSE stock now in the three large warerooms, entrance No. 450 Broadway and No. 16 Crosby-st., will be sold at greatly reduced prices; 300 sets harness, several second-hand carriages. C. WITTY, No. 450 Broadway.

STATIONERY.

THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successor to J. G. Keys. Removed to No. 2 Washington-st., near Reade.

FRANCIS & LOUTREL, NO. 45 MAIDEN-LANE, Stationers, Printers and Bookbinders. All kinds of Blank Books and Stationery, Writing Paper, Envelopes, &c., at lowest prices.

PUBLIC SAFETY

IS THE SUPREME LAW.

The EXTRAORDINARY NUMBER of RAILROAD ACCIDENTS that have occurred during the past year, and the FEARFUL DESTRUCTION of LIFE and limb, is a sufficient reason for CALLING the ATTENTION of the RAILROAD MANAGERS to a SIMPLE, PRACTICAL and EFFICIENT SAFEGUARD, calculated to give the ENGINEER, CONDUCTOR and BRAKEMAN the BEST POSSIBLE CONTROL of THE DESTRUCTIVE MOMENTUM of THE TRAIN. This improvement has been in use nearly seven years on many of the most important lines in the United States, and also to some extent in Europe.

The purpose of this invention is to provide every car in passenger trains with a good and efficient independent BRAKE, so arranged that the engineer of his own motion can, in an instant, apply them to every car (regardless of the number composing the train) with absolute certainty, thus bringing into action the retarding appliances instantly and powerfully, with the positive certainty of preventing or mitigating every accident to which trains are liable. The invention goes even further than this: if the accident is of such a nature that it is known first to the conductor, brakeman or even passengers, such as the breaking of wheels, axles, rails, derailment of cars, &c., &c., the conductor, brakeman or passenger first knowing the danger, can instantly, of his own motion, apply every brake by pulling the signal rope.

If an accident occurs to the engine, causing it to leave the track suddenly, or if the train is *accidentally separated*, the breaks are applied by the act of separation alone. It will thus be seen that this invention is the most comprehensive in its extent ever made for the purpose. It covers the whole ground emphatically by a combination of mechanism so simple that it cannot be surpassed, and by a conspicuous position on the platform, and its intimate identity with the ordinary appliances, so that it is constantly under the eye of the brakeman and conductors. It is so simple that the cost of repairs is hardly worth naming, and it promotes the security of life and property to an extent not attainable by any other means.

A brief description of the

MECHANISM

is given. On the platform of each car, connecting with the brake-shaft, is placed a cylinder containing a powerful spiral spring of the full power of the brakeman. Previous to the starting of the train the spring is wound up to its utmost tension, and the latch that holds it in check is connected to the main signal rope that leads to the hand of the engineer. This arrangement, it should be observed, leaves the brake free to be operated by the hand, if desired. The practical results of this invention are as follows: We will suppose that two trains are approaching each other on a single track. The instant each engineer realizes danger, by a quick pull of the bell-rope every brake is in a moment holding every wheel with its utmost tenacity. In case of an express train approaching a freight train standing still, or any other obstruction, if the obstacle is not more than half a train's length, in an instant every brake can be applied and held with its utmost force, each independent of the other; and it should always be borne in mind that if the brakes of the hinder cars are instantly applied in such cases, there will be no fearful crushing together of the train as generally follows a sudden stoppage of the engine.

A large amount of space might be occupied in giving illustrations of cases where this invention has demonstrated practically its value, if necessary, but in place of this, I refer to many railroad officers where it is used, and to many distinguished public men, who have had ocular demonstration of its value. It is an undeniable fact, and cannot be successfully gainsayed, that there is no element of safety equivalent to the most perfect control of every train in motion.

If a passenger on a railroad train were to notice on every car of the train a brakeman of great muscular strength, with his hands hold of the brake-wheel, and braced and nerved for instant action the moment the signal was sounded, he would be impressed with the great precaution and care of the managers of the road. Every man who travels knows that dangers and contingencies arise in spite of every precaution, and these dangers demand the most prompt possible stoppage of the trains. The Creamer Safety-Brake is to a railroad-train *a nerved giant to every car*, ready for instant action at all times, night or day, in cold or heat; by a nod of the engineer, it performs its duty in spite of crashing platforms, or the debris of crumbling cars.

An able railroad superintendent (the Hon. C. Vibbard, recently of the New-York Central,) once remarked to the writer of this: I want my men to understand that there is always danger; and such is the fact, and every thoughtful superintendent should recognise this, and act accordingly.

I ask every railroad officer to give this subject prompt consideration. I do not offer this as a crude, untried experiment, asking you to incur expense in improvements of doubtful utility. I offer you merchandise of perfect manufacture, warranted to answer the purpose, or no sale. In view of the favorable terms that I propose, and the vast importance of this subject to the public and the railroad interest, I submit that railroad officers have no excuse for delay. Decisions have been made repeatedly that railroad companies are bound to employ every safeguard that is reasonable and practicable. More than 1,000 of these brakes have been sold, numerous accidents have been prevented, and I positively assert, and am prepared to demonstrate, that no invention ever before made is so perfect in its action, so comprehensive in detail, and so valuable, not only as a safeguard for the protection of life and property, but as an economizer of labor. A train of ten cars provided with this safeguard is absolutely safer than with a brakeman on every car on the ordinary plan, or with any or all of the systems of connected brakes combined.

The attention of the public is being called to this subject. If railroad officers delay the adoption of this safeguard, doubting its efficiency, I demand the most searching investigation from the courts. I am prepared to demonstrate the truth of what I state by an array of testimony that shall be conclusive before any court or jury in the land.

I solicit correspondence on this subject from all railroad officers, with the fullest confidence of being able to satisfy all persons of the truth of what I state. I now refer, in conclusion, to the following parties:

Hon. SAM. S. SLOAN, formerly President of the Hudson River Railroad.
W. M. VANDERBILT, Esq., President Harlem and Hudson River Railroad.
A. F. SMITH, Esq., Superintendent Hudson River Railroad.
J. C. BUCKHURST, Esq., Superintendent Harlem Railroad.
Hon. CHAUNCY VIBBARD, former Superintendent New-York Central Railroad.
HARLOW CHITTENDEN, Esq., Superintendent New-York Central Railroad.
E. B. PHILLIPS, Esq., Superintendent Boston and Worcester Railroad.
E. M. CHAPIN, Esq., former Superintendent of the Rutland and Burlington Railroad.
R. E. HALE, Esq., Superintendent Chicago, Alton and St. Louis Railroad.
ADDISON DAY, Esq., Superintendent Rome, Watertown and Ogdensburgh Railroad.
Hon. SANFORD E. CHURCH.
Hon. HORATIO BALLARD.
WM. B. TAYLOR.
THURLOW WEED, Esq.
WM. E. DODGE, Esq.
Hon. HORACE F. CLARK, and many others.
For further information, address
WM. G. CREAMER & SON,
No. 15 Platt-st., New-York.

SHIPPING.

Outside Steamship Line FOR BOSTON.

The Neptune Line of Steamers, Tri-Weekly,

FOR BOSTON, DIRECT, VIA LONG ISLAND SOUND.

COMPRISING THE NEW AND STAUNCH SCREW STEAMERS, (EACH HAVING FIVE WATER-TIGHT COMPARTMENTS,)

NEPTUNE, NEREUS AND GLAUCUS,
2,000 TONS EACH,
BUILT EXPRESSLY FOR THIS ROUTE,
One of which will leave Pier No. 27 North River, foot of Robinson-st., every
TUESDAY, THURSDAY and SATURDAY.
Returning, will leave Central Wharf, Boston, every
MONDAY, WEDNESDAY and FRIDAY.

THE NEW SEA-GOING STEAMERS
METIS, THETIS AND DORIS,
1,500 TONS EACH,
BUILT EXPRESSLY FOR THE ROUTE,
will shortly follow, forming a daily line.
The first steamer will leave Pier No. 27 North River, on SATURDAY, Aug 5.
No charge for wharfage in Boston.
Agent in Boston, E. H. Rockwell, end of Central Wharf.
ISAAC ODELL, Freight Agent, Pier No. 27 North River.

NATIONAL STEAM NAVIGATION CO. (Limited.)
NEW-YORK TO LIVERPOOL,
Calling at Queenstown to land passengers.

Ship.	Tons.	Commander.
QUEEN—building	3,412	....
ENGLAND—building	3,430	....
SCOTLAND—building	3,430	....
ERIN	3,310	Grace.
HELVETIA	3,315	Prowse.
PENNSYLVANIA	2,872	Grogan.
VIRGINIA	2,876	Lewis.
LOUISIANA	2,166	Asplitt.

Leaving Pier No. 47, North River, as follows:
SCOTLAND .... SATURDAY, Aug. 26
LOUISIANA .... SATURDAY, Sept. 2
PENNSYLVANIA .... SATURDAY, Sept. 9
AND EVERY SATURDAY THEREAFTER.
The Cabin accommodations on board these steamers are unsurpassed, and the rates lower than by any other line.
Cabin passage, $90; Steerage, $30—payable in currency.
The owners of these vessels will not be accountable for specie or valuables unless Bills of Lading, having their value expressed therein, are signed therefor.
For freight or cabin passage, apply to WILLIAMS & GUION, No. 71 Wall-st.
For steerage passage, apply to WILLIAMS & GUION, 29 Broadway, N. Y.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.
CHINA leaves Boston Wednesday, August 30.
PERSIA leaves New-York Wednesday, Sept. 6.
AFRICA leaves Boston Wednesday, Sept. 13.
SCOTIA leaves New-York Wednesday, Sept 20.
ASIA leaves Boston Wednesday, Sept. 27.
AUSTRALASIAN leaves New-York Wednesday, Oct. 4.
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage $132 50
Second Cabin Passage 80 00
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage $112 50
Second Cabin Passage 65 00
payable in gold, or its equivalent in United States currency.
Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for Specie or Valuables unless bills of lading, having the value expressed, are signed therefor.
For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.
The first splendid vessels on this favorite route for the continent are the following:
WASHINGTON .... 3,204 tons .... 900-horse power
LAFAYETTE .... 3,204 tons .... 900-horse power
EUROPE .... 3,204 tons .... 900-horse power
NAPOLEON III .... (Nearly ready) .... 1,100-horse power
ST. LAURENT .... (Building) .... Great power.
PEREIRE .... (Building) .... Great power.
VILLE DE PARIS .... (Building) .... Great power.
DEPARTURES FROM NEW-YORK.
EUROPE .... A. DUCHESNE .... FRIDAY .... Sept. 15
LAFAYETTE or WASHINGTON, Oct. 13.
PRICE OF PASSAGE IN GOLD.
First cabin, $135; second cabin, $80, including table wine for either class.
Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.
Medical attendance free of charge.
For further information apply to GEO. MACKENZIE, Agent, No. 7 Broadway, New-York.
At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre, WM. ISELIN & CO.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The Inman Line, sailing semi-weekly, carrying the United States Mails.
CITY OF BALTIMORE .... SATURDAY .... Sept. 2
CITY OF LIMERICK .... WEDNESDAY .... Sept. 6
CITY OF WASHINGTON .... SATURDAY .... Sept. 9
CITY OF MANCHESTER .... WEDNESDAY .... Sept. 13
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44 North River.
RATES OF PASSAGE,
BY THE MAIL STEAMER SAILING EVERY SATURDAY.
First Cabin .... $90 | Steerage $30
First Cabin to London .... 95 | Steerage to London 33
First Cabin to Paris .... 105 | Steerage to Paris 40
PAYABLE IN GOLD.
Passage by the Wednesday steamers: First Cabin, $90; Steerage, $35. Payable in U. S. currency.
Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.
Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's Offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

UNITED STATES MAIL LINE FOR CALIFORNIA.
VIA ISTHMUS OF PANAMA.
Lower Passage Rates commencing July 1, 1865.
THE ATLANTIC MAIL STEAMSHIP CO., will despatch steamers semi-monthly, at noon, from the Company's new and commodious Pier, No. 43 North River, foot of Canal-st.
DEPARTURES.
Sept. 1 .... NEW-YORK .... TINKLEPAUGH,
(Connecting at Panama with Sacramento.)
Sept. 16 .... OCEAN QUEEN .... SLOCUM,
(Connecting at Panama with Golden City.)
For freight or passage apply to D. B. ALLEN, No. 5 Bowling-green.

FOR HAVANA DIRECT.
The United States mail side-wheel steamship EAGLE, J. J. LAWRENCE, Commander, will leave Pier No. 4 North River, on THURSDAY, Aug. 31, at 3 o'clock P. M., precisely, for Havana.
For freight or passage apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.
The favorite steamship COLUMBIA will succeed the EAGLE, and leave Sept. 7.

HAVANA AND VERA CRUZ.
NOTICE.—Change of sailing date. Hereafter the American and Mexican Mail Steamship Company will dispatch their new and elegant side-wheel steamers for the above ports on the 8th and 23d of each month. For freight or passage, apply to CHAS. A. WHITNEY, Agent, No. 26 Broadway.

FOR CHARLESTON DIRECT,
SEMI-WEEKLY.
PASSAGE AND FREIGHT REDUCED.
Regular United States Mail Line of first-class steamships
ALHAMBRA, GRANADA, ANDALUSIA, QUAKER CITY.
The first-class steamer STARLIGHT, PEDRICK, Commander,
is now receiving cargo at pier No. 14 East River, and will be dispatched on WEDNESDAY, Aug. 3., promptly, at 3 o'clock P. M. Bills of lading signed on board.
The elegant steamship QUAKER CITY or ALHAMBRA will follow Saturday, Sept. 2.
ARTHUR LEARY, No. 73 William-st.

FOR CHARLESTON, S. C.
MONEKA, Capt. MARSHMAN.
CUMBERLAND, Capt. MURRAY.
The new and elegant sidewheel steamship CUMBERLAND will leave Pier No. 36 North River, on SATURDAY, Sept. 2, at 3 P. M. For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
The MONEKA leaves on THURSDAY, Sept. 7.
ARCHIBALD, GETTY & CO., Agents, Charleston.

FOR WILMINGTON N. C. DIRECT.
ATLANTIC COAST MAIL STEAMSHIP COMPANY.
Regular weekly United States Mail Line.
TWILIGHT, SPICER, Commander.
EUTERPE, ELDRIDGE, Commander.
The new and elegant steamship TWILIGHT is now receiving freight at pier No. 36, North River, and will leave on SATURDAY, Sept. 2, at 3 P. M.
For freight or passage, having superior accommodations, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.

FOR WILMINGTON, N. C.
The first-class steamer COMMANDER, TERRY, Master,
is now receiving cargo at Pier No. 14 East River, and will be dispatched as above on THURSDAY, 31st August, at 3 P. M.
For freight or passage apply to ARTHUR LEARY, No. 73 William-st.

TRAVELERS TO EUROPE, BEFORE sailing, should purchase HARPER'S HAND-BOOK FOR TRAVELERS IN EUROPE AND THE EAST—being a guide through France, Belgium, Holland, Germany, Austria, Italy, Sicily, Egypt, Syria, Turkey, Greece, Switzerland, Tyrol, Russia, Denmark, Sweden, Spain, and Great Britain and Ireland. With a railroad map corrected up to July, 1865, and a map embracing colored routes of travel in the above countries. By W. PEMBROKE FETRIDGE. Fourth year. Large 12mo, leather, pocket-book form, $5.
For sale in New-York by D. APPLETON & Co., No. 443 Broadway, and JAMES MILLER, No. 522 Broadway. And in Boston, by A. WILLIAMS & CO., No. 100 Washington-st.
Published by HARPER & BROTHERS, Franklin-square, New-York.
Sent by mail to any part of the United States on receipt of $5.

U. S. PASSPORT BUREAU, NO. 263 BROADWAY.—U. S. Passports, indispensable to travelers, issued to citizens and aliens by J. B. NONES, Notary Public.

SHIPPING.

NEW-ORLEANS DIRECT.
WEDNESDAYS and SATURDAYS.—The New-York Mail Steamship Company's steamship GUIDING STAR, W. C. BERRY, Commander, will leave on SATURDAY, Sept. 2, and the NORTHERN LIGHT, WM. WEIR, Commander, WEDNESDAY, Sept. 6, at 3 P. M., from the Company's Pier, No. 46 North River. For freight or passage apply to JAMES A. RAYNOR, No. 10 Barclay-st.

FOR SAVANNAH DIRECT.
STAR LINE. (SEMI-WEEKLY.)
The first-class United States mail steamships
NEVADA .... CARPENTER.
IDAHO .... HOLMES.
AMERICA .... LINDT.
CONTITUTION .... GREENMAN.
THE NEVADA
will leave foot of Canal-st., North River, SATURDAY, Sept. 2, at 3 P. M.
For freight or passage, apply to WAKEMAN, GOOKIN & DICKINSON, No. 17 Broadway.
The IDAHO will follow WEDNESDAY, Sept. 6.
Messrs. BRIGHAM, BALDWIN & CO., Agents in Savannah.

FOR RICHMOND, CITY POINT AND NORFOLK.
GOES TO THE WHARF AT RICHMOND.
THE NEW AND ELEGANT SIDE-WHEEL STEAMSHIPS HATTERAS, PARRISH, every SATURDAY, at 12M. ALBEMARLE, BOURNE, every WEDNESDAY, at 12 M., from pier No. 36 North River.
For freight or passage, having superior accommodations. Apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
Freight received on our covered pier, No. 36 North River, at all times during business hours. Goods consigned to our address promptly forwarded.

FOR NORFOLK, CITY POINT AND RICHMOND.
REGULAR SEMI-WEEKLY UNITED STATES MAIL LINE.
Pier No. 21 North River, foot of Fulton-st.,
The steamship YAZOO, Capt. COUCH, leaves every SATURDAY, at 12 o'clock M.
The steamship CREOLE, Capt THOMPSON, leaves every WEDNESDAY, at 12 o'clock M.
Freight for all parts of North Carolina, the Upper Roanoke, and landings on the James and York Rivers, forwarded by Messrs. J. M. SMITH & BRO., at Norfolk, free of charge.
Excursion tickets issued at reduced rates.
For freight or passage, having superior accommodations, apply to G. HEINEKEN & PALMORE, Agents New-York and Virginia Steamship Co., No. 115 Broadway.

FOR NEW-ORLEANS DIRECT.
The fine steamship LODONA, Capt. HOVEY,
will sail for the above port on SATURDAY, Sept. 9, at 3 o'clock P. M. precisely, from Pier No. 21, North River, foot of Fulton-st.
Freight taken at reduced rates.
For freight only apply to G. HEINEKEN & PALMORE, Agents, No. 115 Broadway.

FOR SAVANNAH, GA.
ATLANTIC COAST MAIL STEAMSHIP COMPANY.
WEEKLY LINE.
VARUNA, WHITEHURST, Commander.
ARIADNE, CRARY, Commander.
The new, elegant and fast steamship VARUNA, will leave Pier No. 36 North River, on THURSDAY, Aug. 31, at 3 P. M.
For freight or passage, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
Goods consigned to our address forwarded promptly.

FOR SAVANNAH DIRECT.
PIONEER LINE.
The new and first-class steamship PERIT, E. A. DELANOY, Commander,
will sail as above from Pier No. 11, North River, at 3 P.M., on THURSDAY, Aug. 31.
For freight or passage, apply to LEWIS L. JONES, No. 17 Broadway, New-York.
Agents in Savannah, HUNTER & GAMMELL.

FOR NEW-ORLEANS DIRECT.
ATLANTIC COAST MAIL STEAMSHIP COMPANY.
The new and fast A No. 1 steamship MATANZAS, W. LIESEGANG, Commander,
is now receiving freight at Pier No. 36 North River, and will leave as above on SATURDAY, Sept. 2, at 3 o'clock P. M. For freight or passage, having splendid and comfortable accommodations for first-class passengers, apply to LIVINGSTON, FOX & CO., No. 141 Broadway.
The STAR OF THE SOUTH follows.
Agents at New-Orleans, JAMES CONNOLY & CO.

FOR GALVESTON, TEXAS, DIRECT.
The United States Mail steamship TRADE WIND, Capt. DOANE,
will leave Pier No. 4, North River, on SATURDAY, Sept. 2, at 3 o'clock P. M. precisely, for Galveston.
For freight or passage, apply to SPOFFORD, TILESTON & CO., No. 29 Broadway.

FOR NEW-ORLEANS DIRECT.
The United States Mail steamship R. R. CUYLER, Capt. DOLLARD, will leave Pier No. 9 North River, on SATURDAY, Sept. 2, at 3 P. M. Passage, with unsurpassed accommodations, $60. For freight or passage, apply to H. B. CROMWELL & CO., No. 86 West-st.
The STAR OF THE UNION follows on SATURDAY, Sept. 9.

FOR GALVESTON, TEXAS.
The strictly A 1 steamship CHARLES C. LEARY,
having the greater part of her cargo engaged, will be dispatched for the above port in a few days. For freight or passage, apply to ARTHUR LEARY, No. 73 William-st.

OPPOSITION LINE TO CALIFORNIA on the 20th of every month, at reduced prices for September.
First Class, $250. Second Class, $175. Third Class, $100.
The Central American Transit Company will dispatch from Pier No. 29, North River, the good steamship ERICSSON, Capt. A. B. LOWBER,
On WEDNESDAY, Sept. 20, at noon,
at the above low rates. For passage apply to D. N. CARRINGTON, Agent, No. 177 West-st.

NOTICE.
Shippers per steamer CATHARINE WHITING, for Galveston, are hereby notified that the said vessel has returned to this port in a disabled condition, and will in consequence not be able to proceed on her voyage; and also that the cargo is now being transferred to the steamer TRADE WIND, to which they, the shippers, are requested to transfer their insurance, sending their bills of lading to the undersigned for the proper indorsement. SPOFFORD, TILESTON & CO., 29 Broadway.

FOR WILMINGTON, N. C.—COMMERCIAL LINE OF STEAMERS.—The splendid A No. 1 steamship FAIRBANKS, ALEX. HUNTER Commander, will sail on SATURDAY, Sept. 2, at 3 o'clock P. M. from Pier No. 15 East River, foot of Wall-st. Superior accommodations for passengers. Goods forwarded to Fayetteville and other interior places. Agents at Wilmington, BRADLEY & WOEHLER. For freight or passage, apply to PIERSON & COLLINS, No. 77 South-st., or to JAMES HAND, No. 117 Wall-st.

ONLY LINE OF BRITISH STEAMERS carrying passengers DIRECT to Great Britain.
ANCHOR LINE—STEAM TO GLASGOW, LIVERPOOL AND IRISH PORTS.
CALEDONIA .... SATURDAY, Sept. 9.
UNITED KINGDOM .... SATURDAY, Sept. 16.
HIBERNIA .... SATURDAY, Sept. 23.
Cabins, $90, $80 and $70; steerage, $30, in currency.
F. MACDONALD & CO., No. 6 Bowling-green.

STEAM TO LONDON.—THE SPLENDID BRITish iron steamship ATALANTA, 3,000 tons, Capt. WM. H. PINKHAM, will sail as above from Pier No. 3 North River, on TUESDAY, Sept. 12. For passage, at lowest rates, apply to CHAS. A. WHITNEY, No. 26 Broadway. For freight, apply at No. 54 South-st.
HOWLAND & ASPINWALL, Agents.

UNITED STATES PASSPORT OFFICE. NO. 41 CHAMBERS-ST.—Passports from the Department of State, indispensable to travelers, issued by A. C. WILLMARTH, Room No. 28.

STEAMBOATS.

1865. FOR LAKE SUPERIOR. 1865.
One of the new and swift steamers, METEOR AND PENOBIC, will leave Cleveland, Ohio, every Monday and Detroit, Michigan every Tuesday, on grand pleasure excursions to La Pointe, Bayfield, North Shore, and all other points on Lake Superior. Rooms secured on application by letter or otherwise to GARRETSON & CO., Cleveland; J. L. WHITING & CO., Detroit.

PLEASURE TRAVEL TO CATSKILL Mountain House, Lebanon Springs, Saratoga, Lake Champlain, Montreal, Quebec and all points North and West via Hudson River. Day boats for Albany, landing at Yonkers, Cozzen's Hotel Dock, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. Steamboat C. VIBBARD, Capt. D. H. HITCHCOCK, TUESDAYS, THURSDAYS and SATURDAYS; and the DANIEL DREW the alternate mornings, at 7:45 A. M., from pier at foot of Desbrosses-st., touching at 30th-st. pier, to receive passengers, at 8. Tickets sold on board and baggage checked for the West and North, making close and sure connections with the New-York Central and Northern Railroads. Baggage transferred without charge.

DAILY, FOR HARTFORD, SPRING-FIELD, Greenfield, Northampton, and other points, by rail, North, East and West of Hartford, and landing on the Connecticut River, steamers CITY OF HARTFORD and GRANITE STATE, from Peck Slip, New-York, at 4 P. M. First class fare, $2; second class, $1 50. These boats have first-class stateroom accommodations. For further information, inquire of SAXTON & SEABURY, No. 112 South-st., N. Y. D. A. MILLS, Agt, Hartford and New-York Steamboat Company.

FOR RONDOUT AND KINGSTON, LAND-ing at Cozzens, Cornwall, Newburgh, Marlborough, Milton, Poughkeepsie, West Park and Esopus, connecting with the Delhi and Ellenville stages. The new and elegant steamers JAMES W. BALDWIN, Capt. JACOB H. TREMPER, MONDAYS, WEDNESDAYS and FRIDAYS; THOMAS CORNELL, Capt. DAVID ABBEY, Jr., TUESDAYS, THURSDAYS and SATURDAYS; leaving New-York, foot of Jay-st., at 4 o'clock P. M.

FOR CATSKILL AND CATSKILL MOUN-TAIN HOUSE—Steamer THOMAS POWELL leaves New-York for Catskill, from foot of Franklin-st., Tuesdays and Thursdays of each week, 5 P. M.; Saturdays, 2 P. M., landing Saturdays at West Camp and Malden, connecting with stages from Catskill to Mountain House, Delhi and Gilboa. Leaves Catskill for New-York Mondays, Wednesdays and Fridays at 6 P. M.

FOR WHITESTONE, GREENWICH, AND NORWALK.—Steamer JOHN ROMER will leave Pier 22, E. R., Fulton Market Slip, daily, (Sundays excepted,) at 3 o'clock P. M.; returning, will leave Norwalk at 8 o'clock A. M., landing at Greenwich at 9:15, arriving in N. Y. at 10:30.

FOR HUDSON, CATSKILL, BRISTOL & WEST Camp—Steamer TRAVELER leaves foot of Harrison-st. Mondays, Wednesdays and Fridays, at 5 P. M.

FOR NEW-HAVEN, HARTFORD AND WHITE MOUNTAINS—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

EXCURSIONS.

DAILY EXCURSIONS DOWN THE BAY.
Delightful Summer excursions by the favorite steamer JESSE HOYT, daily, (Sundays excepted,) from Pier No. 3 N. R., at 10:45 A. M., embracing a splendid sail through the Narrows and Lower Bay, past Forts Lafayette and Hamilton, &c., to Port Monmouth, and returning to New-York at 2:30 P. M. Fare for round trip, 50 cents. Children under ten years of age, half price.

ROOFING—IN ROLLS READY TO BE NAILED down. Durable and cheap. Samples sent by mail. READY ROOFING CO., No. 73 Maiden-lane.

AMUSEMENTS.

BARNUM'S MUSEUM,
AT WINTER GARDEN,
No. 667 Broadway, opposite Bond-st.
AFTERNOON at 3; EVENING at 7½.
The laughable Pantomime of
JOCKO; OR THE BRAZILIAN APE.
NICOLO TROUPE.
LION-HEARTED TALLEEN BROTHERS,
NICOLO, THE CHILD-WONDER,
the youngest Flying Trapeze Performer living.
W. B. HARRISON, Comic and Extemporaneous Singer.
THE GREAT LIVING CURIOSITIES.
MAMMOTH FAT WOMAN, Weighing 660 Pounds.
NOVA SCOTIA GIANT GIRL, over 8 feet high.
THE CIRCASSIAN FAMILY.
DOORS OPEN AT 2 O'CLOCK.
Admission 30 cents; Children, under ten, 15 cents; Parquet and Balcony, 60 cents.
BARNUM'S NEW MUSEUM will open at Nos. 539 and 541 BROADWAY, between Spring and Prince sts., LATE CHINESE BUILDINGS, MONDAY, Sept. 4.

BROADWAY THEATRE.
Manager .... GEORGE WOOD.
Doors open at 7½—begins at 8 o'clock.
Houses overflowing with the fashion, beauty and intelligence of the metropolis.
THURSDAY EVENING, Aug. 31,
MR. AND MRS. CHAS. KEAN
will appear in Shakespeare's sublime tragedy of HAMLET.
FRIDAY .... LOUIS XI.
SATURDAY MATINEE, Commencing at 1 o'clock, HAMLET.
SATURDAY EVENING,
MR. FRANK DREW,
will appear as HANDY ANDY, CAMILLE, (burlesque,) and the WIDOW'S VICTIM.

ARTEMUS WARD. ARTEMUS WARD
AT IRVING HALL
EVERY NIGHT THIS WEEK.
Artemus Ward respectfully announces his farewell MORMON ENTERTAINMENTS.
Artemus Ward will relate some cheerful new stories.
Artemus Ward will present some entirely new pictures.
TICKETS FIFTY CENTS.
Reserved chairs 50 cents extra; for sale at Beer & Schirmer's No. 701 Broadway, and Irving Hall.
Doors open at 7, commences at 8 o'clock.

MUSICAL.

THE WEBER PIANO-FORTE
is called the best instrument made by all the leading musicians of this city and elsewhere. It is pronounced by the National Piano-forte Association, after a trial in their rooms with the first manufacturers of this country, eminently the *best piano in America*, and used by the Conservatory of Music and other high music schools, altogether because of their immense power, equality, sweetness and brilliancy of tone, elastic touch and great durability.
Warerooms No. 429 Broome-st., near Broadway.

STEINWAY & SONS'
GOLD MEDAL GRAND AND SQUARE PIANOS are now considered the best in Europe as well as this country, having received the first Prize Medal at the World's Exhibition in London, 1862.
The principal reason why the Steinway Pianos are superior to all others is, that the firm is composed of five practical piano-forte makers, (father and four sons,) who invent all their own improvements, and under whose personal supervision every part of the instrument is manufactured. Warerooms Nos. 71 and 73 East 14th-st., between Union-square and Irving-place, New-York.

THE PELOUBET ORGANS AND HARmoniums, with their smooth, pipe-like quality of tone and greatly superior pedals, are confidently offered as the best of their class, and the closest examination solicited.
Three Banks keys and pedals, No. 1 .... $600
Two Banks keys and pedals, No. 2, $475, No. 3 375
One Bank keys and pedals, No. 4, $300, No. 5 225
Double reed, superior 5-octave, $150 and $180; 4-oct 125
Single reed, 5-octave, $120 and $150; 4-octave 100
Send for a circular to the general depot. Address J. M. PELTON, No. 841 Broadway, New-York.
CAUTION.—Though of similar appearance, these instruments must not be confounded with the so-called "Cabinet Organs," the harsh tones of which are carefully avoided.

HAZELTON BROTHERS.
OVERSTRUNG GRAND AND SQUARE PIANO-FORTE MANUFACTURERS,
No. 99 Prince-st., a few doors west of Broadway, N. Y.
These pianos have always received the first premium wherever they have been exhibited. A written guarantee for five years accompany each piano.

UNITED PIANO-FORTE MAKERS,
No. 34 Walker-st., New-York.
Our company being composed entirely of superior workmen, we are enabled to produce a more perfect Piano-forte than any other house.
Every instrument guaranteed for five years.

A. H. GALE & CO.—PIANO-FORTES.
Manufactory and Warerooms,
No. 107 East 12th-st., New-York.

$155.—SPLENDID ROSEWOOD CABINET ORGAN for sale; made by Prince; modern improvements; warranted; not been used. Also, a fine GUITAR. Property of a Professor who wants money. Address ORGAN, Station A, Spring-st.

MUSICAL.—PIANO, GUITAR, VIOLIN AND singing lessons, (strictly private,) day and evening. Circulars at Nos. 543 Broadway, 296 Bowery, 8 Wall-st., Room No. 43, and Professor's residence, No. 645 6th-av., near 37th-st.

LESSONS ON THE PIANO, SINGING AND French language by an experienced teacher, from the Conservatoire de Music, (Paris); thorough and systematic instructions guaranteed; terms $15 per quarter; 24 lessons. Address H. P., Box No. 165 *Times* Office.

ESTEY'S COTTAGE ORGANS AND MElodeons, with improvements rendering them superior to all others. Also, pianos at bargains.
G. G. SAXE, No. 37 Park-row, New-York.

S. J. CHAMBERS' FIRST-CLASS PIANOS—Warranted in every respect.
No. 739 Broadway, New-York.

CUMMINGS & JENNYS, NO. 736 BROADway, new and second-hand pianos. A new 7-octave, city make, for $250.

RAILROADS.

HUDSON RIVER AND HARLEM RAILROADS.
On and after Monday, June 5, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:
7:30 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for Saratoga and Sharon Springs.
11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for Saratoga, Sharon Springs, &c., and at Chatham with trains for points East.
2 P. M. via Hudson River Railroad, connecting with trains for Saratoga.
4 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.
4:40 P. M. via Harlem Railroad, connecting at Chatham with train for Lebanon Springs. Sleeping-cars attached at Albany.
6 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. This train runs on Sundays.
10:30 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.
WM. H. VANDERBILT, Vice-President.

CHEAP AND PLEASANT SUMMER TRAVEL.
RARITAN AND DELAWARE BAY RAILROAD.
NEW-YORK TO CAMDEN,
from Pier 3, N. R., daily, at 10:45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton; and 4:15 P. M., for Highlands, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squampum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.
The splendid steamer JESSE HOYT will leave as above daily, at 10:45 A. M., for Camden direct, through in five hours. Fare, $2. Excursion tickets, good for 3 days, $3.
From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.
Tickets can be procured at all the offices of Westcott's Express, and baggage checked from residence to any hotel in Long Branch.

PERTH AMBOY & WOODBRIDGE R. R.
From foot of Cortlandt-st., New-York 7 and 10.
Leave New-York for Perth Amboy and Woodbridge—7 and 10 A. M., 2, 4:10 and 5:40 P. M.
Leave Amboy—7:10, 8:45 A. M., 12 M., 3:55, 6:05 P. M.
Leave Woodbridge—7:25, 8:55 A. M., 12:15, 4:10, 6:20 P. M.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:
7:00 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:30 A. M.—Milk and Way Train, daily, for Otisville.
10:00 A. M.—Express Mail, for Buffalo, connecting with Lake Shore Railway.
4:00 P. M.—Way Train, for Port Jervis and Newburgh.
5:00 P. M.—Night Express for Canandaigua, Rochester, Buffalo, Salamanca and West.
6:00 P. M.—Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk and West; connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:00 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.
HUGH RIDDLE, General Superintendent.
WM. R. BARR, Gen'l Pass. Agent, N. York.

NEW-YORK AND FLUSHING RAIL-ROAD.—On and after May 24, 1865, Trains will run as follows: Leave Flushing at 5:40, 6:50, 8, 9, and 11 A. M., 1, 3:30, 5, 6, 7 and 8 P. M. On Sunday, 8 and 10 A. M.; 3 and 6 P. M. On Tuesday and Saturday nights at 11 P. M. Leave Hunter's Point at 6:10, 7:20, 8:30, 9:30 and 11:30 A. M., 2:30, 4:30, 5:30, 6:30, 7:30 and 8:30 P. M. On Sunday at 9:20 and 10:40 A. M., 3:45 and 6:45 P. M.; leave Flushing at 8 and 10 A. M. and 3 and 6 P. M. On Tuesday and Saturday nights at 12:10 A. M.
L. C. VOORHEES, Superintendent.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 8 A. M., 9:15 A. M., 1:15 P. M., 4:22 P. M. and 6:25 P. M. On Saturdays, 11:15 P. M. The 9:15 and 4:22 run through to Monsey. THOS. W. DEMAREST, Superintendent.

MACHINERY.

FOR SALE—TWELVE-HORSE POWER PORTable steam engines, fully guaranteed, for $1,150 each. Steam engines and boilers, all sizes; circular and upright saw-mills, grist-mills, iron and wood-working machinery, cotton gins, and every kind of machinery and railway supplies, in store and ready for immediate shipment, at No. 8 Dey-st.

TODD & RAFFERTY, MACHINERY MERchants, 4 Dey-st.; works, Paterson, N.J.; manufacture stationary and portable engines and boilers, flax, hemp, tow, oakum and rope machinery, mill gearing, shafting.

DENTISTRY.

COLTON DENTAL ASSOCIATION ORIGINATED the use of Nitrous Oxide for extracting teeth, and have never had an accident with it. All who have experienced or witnessed its operations declare it to be the only reliable and perfectly safe mode for extracting teeth without pain. We use only gas that is made fresh every day and it never fails. Office 19 Cooper Institute.

1,000 TESTIMONIALS.—DR. VAN VLECK, No. 175 6th-av., administers nitrous oxide gas: made fresh every day, and extracts teeth without pain, or no charge. Unusual inducements to those ordering teeth now.

FOR SALE—TWENTY TONS COTTON WASTE, various grades, and 10 tons Italian hemp packing yarn, in lots to suit, by O. H. POLLOCK, 149 Broadway.

AMUSEMENTS.

NIBLO'S GARDEN. BEGINS AT 8 O'CLOCK
CONCLUDES AT 10:40.
Lessee and Manager .... WM. WHEATLEY.
THE COOLEST THEATRE IN THE CITY.
THURSDAY EVENING, AUG. 31, 1865,
and EVERY EVENING TILL FURTHER NOTICE
FORTY-SIXTH REPRESENTATION OF
ARRAH NA POGUE;
OR, THE WICKLOW WEDDING.
In three acts, by Dion Boucicault and E. H. House, Esqs.
THE CROWNING SUCCESS OF THE SEASON.
Mr. T. H. GLENNY as SHAUN THE POST.
Miss JOSEPHINE ORTON as ARRAH MEELISH.
J. G. Burnett, W. E. Sheridan, W. Scallan, Chas. Peters, W. H. Norton, J. W. Blaisdell, E. B. Holmes, W. Jamieson, W. H. Danvers, Mr. Nolan, Rendle, Misses Maria Maeder, Mary Wells, &c.
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A.—**THE NATIONAL CONSERVATORY** OF MUSIC will reopen on the 4th of September. There are a few vacancies in the classes for piano, violin and vocal music, for which subscriptions will be received on and after this date, at office No. 132 East 13th-st.
JOHN C. WHITE, Secretary.

IMPORTANT AND DECISIVE TRIAL OF Colchester, Thorpe and Davenports on the charge of necromancy and jugglery will commence THIS (Thursday) EVENING, at 7½ P. M., at Metropolitan Hall. All who know, or think they know, anything for or against the accused, are requested to attend and give evidence in open court.

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MURDER ON THE RAIL.

Resume of the Long Island Railway Disaster.

The Testimony in Brief---The Points Made by Conflicting Conductors and Engineers.

Wednesday's Proceedings---Prospects of a Disturbance.

Attempt to Shut Out Further Testimony.

INDIGNANT PROTEST OF THE JURY.

Adjournment of the Inquest Until Friday Morning.

GREAT POPULAR EXCITEMENT.

Some people call it murder; some regard it as Providential interference; some as one of those unavoidable accidents which will at times break the monotony of the best regulated offices.

We refer to the collision which occurred on the Long Island Railway on Monday morning last—five men being killed and others badly wounded thereby. The people of the Island are terribly exercised about it; such a state of excitement in any but a Northern community would have instigated riotous action and lynching ere this; but here, thank fortune, the interference of the law is all that will be invoked.

The pleasant town of Jamaica has for many years been reputed as healthy, easy of access, desirable in many regards as a place of residence, and the home of scores of wealthy and respected merchants who do business in the great city of Gotham by day, returning to their country homes in Jamaica at night.

For the convenience of these good people, many years ago enterprising capitalists started the Long Island Railway. It was barely suggested when all the money needed was subscribed, and at once the road was built—with a single track and an occasional turnout. Like children with a new toy these good people enjoyed their property wonderfully; they rode in and out of the town every day; they looked at the engine, took an interest in the men employed on the road, called the attention of conductors and brakemen, and engineers and firemen to matters of neglect in their several departments, insisted on a time-table, which should be not only convenient but safe, and, in other words, encircled the entire enterprise with a halo of general glorification. This lasted awhile; then it gradually died out. The stock passed from hand to hand until, finally, it was absorbed by individuals who cared as much about the people on the line as about the people in China. The road became worn, the ties rotted, the rails peeled, the switches settled, the bed was uneven, the cars were demoralized, the seats old-fashioned, poorly stuffed and illy covered, the windows dirty, the curtains torn, the engines rickety, the wheels rackety—the whole concern became, a long time since, fearfully battered and shattered, so that engineers, with characteristic nonchalance, speculated as to the time, for the fact was certain, of the coming break-down; and conductors, with accustomed recklessness, joked with their families at parting, as to the probability of their safe and unmutilated return.

In this cheerful condition—yes, ten times as bad as this would indicate—the Long Island Railway was, on the morning of Monday, the twenty-eighth day of August, when a train of eight or nine cars left Jamaica bound to Hunter's Point. The cars were heavily laden. There were many persons on the platform, and the aisles were crowded. There were not cars enough nor seats enough for the people, nor could they, with the unsafe addition of the platforms find even standing-room sufficient for the great rush of men, women and children, who were on their way to New-York.

A train from Hunter's Point was due at Jamaica at two minutes after nine in the morning, and the table time for the down train is thirty minutes after nine. At thirty-four minutes after nine the up train, which was then

OVERDUE THIRTY-TWO MINUTES,

had not arrived, and it was deemed advisable to go ahead. There was no flag sent ahead; there was one on the train, but it is probably kept for ornament. There was literally nothing done by conductor, engineer, or other agent, which would indicate a desire to protect life, limb or property. On went the cars; pretty soon they met the other train; ram, jam, in they went; and on the bodies dead of the four unfortunates who at that time hurried from life to the untried sphere, a

CORONER'S INQUEST

is now being held—held in an upper room of a tavern in the "pleasant town of Jamaica," from which but a few moments before they had taken a safe but reckless departure.

The two conductors appear to be men of intelligence and fairness of speech, but their testimony, already given, a part of which we reproduce for the sake of a completed narrative, reveals an amount of negligence, a degree of carelessness on the part of the managers of the road, which approaches the furthest verge of criminality, and astounds the reflecting mind by its audacity. The train from Jamacia was the Express, under Conductor SANDS, that from Hunter's Point was the Mail, under Conductor RICE.

These gentlemen, with others, were summoned before a Coroner's Jury at Jamaica. Seated in the room, the members of the jury sat in solemn deliberation. We have never seen a more intelligent or capable body on similar occasions. They seem to understand themselves and the merits of the case. Resident along the line, they are entirely familiar with the long-continued neglect, the cruel remissness of the officials, and need no information concerning the mismanagement of the President and directors. They are aided in the discharge of their duties by Coroner WM. C. HENDRICKSON—a marked exception to the majority of people in his position—and by the District-Attorney of the county, Mr. ARMSTRONG.

From Mr. RICE, the

CONDUCTOR OF THE MAIL TRAIN,

we learn the following facts, some of which are most extraordinary in their nature:

"I was," said he, "conductor on the Long Island mail train, on the 28th of August; we left Hunter's Point, going up, at 8:45 A. M.; stopped first at Woodside; can't tell exactly when he arrived at and left Woodside: thinks he left six or eight minutes to 9; stopped next at Winfield, arriving about 9; then went in upon the switch; hauled out of the switch about 9:20; went in on the switch to make connection with the train from Farmingdale, which passed at that point; no other trains were then due at that place; started for Jamaica; running time from Winfield was 8:15; was behind time at Hunter's Point 15 minutes; was behind 35 minutes when he left Winfield; the trains came together between Winfield and Jamaica; they were the mail and express trains; collision occurred a little over half a mile west from Jamaica; when they came together was between the cars, with brakes on; jumped off and got on to the engine, which he perceived was going back; shut off the steam; it was then 9:32; told engineer at Winfield that we had 14 minutes to get to Jamaica in; he said he could do it in less time; we then proceeded; when he left Winfield the express train had right of way, according to the rules; had stopped about still at time of collision; believe there were persons injured; one man was between two cars of mail train, and his legs were smashed; believes he is living yet; thinks none of the dead were on the mail train; the place of the collision was not an ordinary stopping place; at the point of collision, and within a quarter of a mile each way, thinks there was nothing to prevent the engineers from seeing each other's trains; there is a curve there, but they can see across the lots; there is no flagman at that point; the company takes

NO PRECAUTIONARY MEANS

for the purpose of avoiding a collision at that point, excepting to pass the curve slowly, which is customary but not on the rules; the reason the mail train was going so slowly was that the whistle of the express train at the Jamaica depot was blown, or the smoke was seen; the Jamaica road crosses here, and it is the rule to go slowly on approaching; he heard no whistle until he heard the whistle of his own engine to put on the brakes; then helped to put on the brakes; the western train, coming from the east, if behind time twenty-four minutes, loses the right of track; the train from the east was not behind time; his train, at the time of collision, was about half an hour behind time; would have been that much behind at Jamaica if there had been no accident; at the time of leaving Hunter's Point had no conversation with leading officials of the road as to the propriety of leaving; was ready to start on time; another train was at the upper end of the yard, which prevented; it was a passenger train, and had just arrived from Syosset; if a train leaves behind time from any given station, going east, it is not, by the rules of the company, required to stop anywhere any given time; it is bound to keep out of the way of other trains; trains bound west have the right of way until 12 M.; had, according to rules, the right to leave Winfield when he did; occupied ten minutes from Winfield to Jamaica; the engineer of the mail train blew his whistle at the High Bridge, about a mile from Jamaica, and full a half mile from the point of collision, on account of the curve; saw one of the persons injured on the express train yet alive at the depot; have heard he was dead; the express train received the greatest amount of injury; there were six passenger and one mail car; the other train he thinks had eight passenger, one smoking, and one baggage car; the express train, according to his time, was ahead of time; when the trains were a quarter of a mile apart he saw the smoke; if proper precautions are used it takes about one-eighth of a mile to stop a train going at twenty miles; when the engineer of the mail train first blew, at the point of collision, the express train was going, as near as he can say, at the rate of twenty miles an hour; might not have been so much; at the point of collision considering the locality, no accident could have happened if proper caution had been taken by the respective engineers; when the whistle was blown he was west of High Bridge; he blew a long whistle; when he had passed it he blew another; then blew on brakes, and continued blowing until the collision occurred, over a distance of about half a mile (one of the jurors—"it is about 2,000 feet"); a short time after collision compared time with the conductor of the express train; his time was from one to one and a half minutes faster than mine. The

RULE WAS NOT OBSERVED

which says that "in case of accident or unavoidable delay to a train or engine to prevent it from reaching a station, except on the time of another train, great care must be observed by sending a man with a red flag by day, or a red lantern by night, in the direction in which the train is expected, to give notice;" no flag was sent forward; it has been done sometimes; are supplied with flags; had one on the train; had no time to send one, after seeing the smoke, in time to prevent a collision; if this rule had been observed by any one the accident could not have occurred; does not think it was necessary on his part at that time to observe it; the train which has the right of the road is not required to send a flag ahead; according to time-table, he had the right of road; does not think it was the duty of either conductor to send a flag; it would have been his duty if he had not had time to get to Jamaica; did have time to get there; did not get there because the express train ran into him; was going at ten or fifteen miles an hour just before the collision; according to time-table, was entitled to take 15 minutes between Winfield and Jamaica; express train was due at Jamaica at 9:30 A. M.; engineer and fireman of train were on the train; jumped off about when he did; reversed engine and jumped off; it is customary to meet the express train at Queens; never was a conductor on any other road; do not know the law as to the number of brakemen; had but one brakeman; the company regulates the number; one brakeman cannot brake up a train in one-eighth of a mile if it is heavy; is is easier to stop a train on a curve; both trains were on a curve; have been a conductor for about three years; the express train should have waited at Jamaica till 9:34; did not, according to my time; left about 9:31¼.

From the evidence of the conductor, a man of nerve and intelligence who stepped from the mangled remnants of his passengers to the room wherein was held the inquest, we gather sundry

IMPORTANT POINTS.

It seems that

1. There was nothing to prevent the engineers from seeing each other within a quarter of a mile each way.

2. Although the curve is a dangerous one, there was no flagman stationed there.

3. The probability of danger and of collision at this point is so great and constant, that it is the rule to go slowly—so that a collision would not do much damage, we suppose.

4. The watches of the two conductors varied ninety seconds.

All of which are very suggestive.

The evidence of Mr. SANDS, the

CONDUCTOR OF THE EXPRESS TRAIN,

is equally strange. We do not wonder that the residents of Jamaica are in a state of absolute ferment on the subject. The cool disregard of life, the singular recklessness of personal safety, and the entire indifference to the appalling consequences of this state of things manifested by these gentry of the rail is enough, and more than enough, to exasperate a saint of Job-like proportions.

"I had charge," he says, "of the express train going west; we had ten cars in all; each well filled, averaging perhaps fifty people; reached Jamaica at 9:30 A. M.; the baggage car pretty well filled; remained at Jamaica between four and five minutes; time-table time was 9:30 A. M.; left at 9:34 A. M.; train from Hunter's Point is due at 9:02 A. M.; in case of the non-arrival of the mail train the express train is bound to wait four minutes for variation of watches; in case the train bound east is behind time, it must keep out of the way of the westward bound train until it is twenty-four minutes behind the time; the collision occurred about at the crossing of Van Wyck-avenue; heard a long whistle of his engine just before the collision occurred; cannot tell how far off; rules require a whistle to be blown eighty rods before crossing a highway; whistle could be heard this morning by the train coming east a mile or a mile and a half away; was in the car when collision occurred; the whistle was a long whistle, signifying the approach to a curve; don't remember whether he heard any whistle to put down the brakes; the whistle was open when the accident occurred, as it continued to blow after the accident; the train was getting under headway; about fifteen miles an hour; there were three brakemen, including the baggage-master; it is the duty of the baggage-master to attend as brakeman; consider three enough for eight passenger cars; baggage-master is engaged with baggage at the station, and if there is a rush often he leaves; there was no rush this morning; while the train is in motion, brakemen are required to be at the brakes; the baggage car was next to the tender; the entrances to the baggage car are at the side and end; heard no whistle from the other train; doesn't know whether there was any blown; there was no flagman to indicate approach of train at the crossing; running time from Winfield to Jamaica is 17 minutes; whistle could be heard this morning about as usual; the air was still; there were six persons seriously injured; those whom he helped to get out were on the platform; thinks it was the fourth car from the engine; one of them he thinks was on the fifth platform; had seen none of them after leaving Jamaica; two of them got off and on again at Jamaica; WILLIAM WALKER was on the platform between the cars; there were seats enough for all the passengers after leaving Jamaica, not before; don't know how many got off at Jamaica; has an account of 36 who got out; don't know how many got on.

After the accident the mail conductor and myself compared time; my time was 9:37, and the mail conductor's was 9:36; there was no signal or flagman at that point; the rules of the company require that the train that is out of time shall send a man around each curve when expecting a train; the running time of the up-train from Winfield is seventeen minutes; the conductors are required to be governed by the time-table; the time at the different stations usually corresponds; the train could have been stopped in less than one-eighth of a mile at the rate we were running; I cannot say which cars the brakes were down upon; that was down about three-quarters of an hour after; I did not make any examination of the train immediately after the collision; I was too much engaged with the sufferers; the engine had been reversed, but I do not know exactly when; my time at Winfield was 9:45, and the mail train should have waited there twenty-four minutes after that time; the engineers could see each other a distance of a half or three-quarters of a mile; the grade from this depot to where the accident occurred is heavy: don't know how much; when the engines struck I don't think they could have been going at a higher rate of speed than eight miles an hour; I have had no conversation with any one on the subject of the collision since last night—that is, I have not advised with any one in reference thereto; I was in the smoking-car at the time of the accident; the brakemen were behind; the baggage-master was also in a rear car; I don't know in which car; I compared my watch at the time of the collision with the engineer of the other train; I did so immediately after the accident; our time agreed, or very nearly; there was not more than a minute or a minute and a half difference; if the trains had been on time they would have passed at Queens; if they don't, it is the duty of the conductor to wait there four minutes, for variation of watches, but no longer; I can then run to Hunter's Point, keeping four minutes behind; I was in the car taking up tickets at the time of the accident; I left Jamaica at thirty-five minutes past nine by my time; if I am on time I have not to consider another train; the other train must keep out of the way; trains on this road have sometimes met and have had to back down; I don't know exactly when.

The points made here are, that:

1. There was no flagman at the crossing.

2. There are but three brakemen to eight cars.

3. The rule of the company was willfully disregarded, and always is, about the flagman.

4. Trains have met before on this road, and had to back down.

5. The watches of no two employes on the road, as we can see, agree.

From a careful

RENIEW OF THE EVIDENCE

given by one who has lived a long time on the line, and was a witness of the affair, much interesting material can be obtained:

The time-table of the Long Island Railroad, now before us, shows that the regular morning train (express,) from Greenport should leave that place at 5:40; Jamaica at 9:30; and arrive at Hunter's Point at 9:35; The mail train should leave Hunter's Point at 8:30, Jamaica at 9:02, and go on the side track at Queens, three miles beyond (or east) of Jamaica, in time to allow the express train to pass it there at 9:17. On Monday, the express train arrived at Jamaica at 9:22 (New-York City Hall time,) and having stopped to allow passengers for Brooklyn to change to the cars of the Central road, and to refill the tank of the engine, proceeded on its way, and on time, and was going about fifteen miles per hour when the collision occurred, about one mile west of Jamaica. The shock felt by the passengers in the cars was not very great, and the damage done would have been small but for the number of persons on the platforms of the cars. The shock of the collision, together with the weight of people standing thereon, broke down the platforms, throwing the unfortunate occupants between the cars, which there crushed and mangled them as they fell. The only wonder is that more were not killed outright. A collision between these two trains has been looked for by those who knew the road and how the trains were run. About three weeks ago the mail train was not on time at Hicksville, (the passing place in the afternoon,) and the express train went on, and approaching the curve before getting to Farmingdale the engineer blew his whistle as loud as possible and for a long time, as though he apprehended there might be danger, and then went round the curve at a very high rate of speed. That has also been done on rounding the curve where the collision took place. The fact, as gathered from the time-table of the road, that the colliding train should pass at Queens station, three miles east of Jamaica, at 9:17, shows that the mail train was about half an hour behind time, and should have waited at Winfield till the express came, as has been done on other occasions, though not always, for a similar occurrence to yesterday's was last Spring prevented only by the express train backing down to Jamaica, and there letting the mail pass, having had timely warning. The collision might have been bloodless to the passengers on the express train, had sufficient cars been afforded, when that train left Hunter's Point on Saturday afternoon, to have seated the passengers, (some had to stand till the train stopped at Deer Park, (36 miles out;) had there been seats for those on Saturday, there would have been seats for those who were standing on the platform on Monday morning, and those lives saved, as is shown by the fact that passengers in the cars were unhurt.

As to whom the blame rests upon of causing the collision itself the Coroner's inquest should determine, but there can be no question as to whose duty it was to furnish a sufficient number of cars, and to appoint such stopping places and times that trains may pass each other in safety to the passengers, at least, for these matters are not left in the hands of either conductors or engineers; the conductors know who fixes the running time and stopping places; also why the trains do not leave Hunter's Point till after time, and that more than one brakeman is needed on a train of eight to ten cars. They could also have told that as the Long Island Railroad has but a single track, it would conduce much to safety if a double track was in use at the curves between Hicksville and Farmingdale, and that it is very necessary between Hunter's Point and Jamaica, where the line is but a succession of curves and grades.

Next in importance is the

EVIDENCE OF THE ENGINEERS,

who are quick-witted men of ability in their calling, and understand, among other things, how to testify before a Coroner's jury—their bread and butter being at stake:

Engineer White, who has been running engines for twenty-five yerrs, and had charge of the express machine down, said he had charge of the express train; the train arrived in Jamaica at 9:30; when he left it was 32 minutes past 9 o'clock; they were taking water at the time he looked at his watch; he compared his watch with that of Mr. Sands; witness is positive that the exact time of leaving Jamaica was twent-five minutes to ten; he did not discover the mail train until just as they reached the curve; he did not know how far off the other train was; the length of the curve is from 350 to 400 yards; he was going at the rate of fifteen or twenty miles an hour when he got on the curve; he saw the engine then; he could stop the train, if all the brakes were on, in a distance of 75 or 80 rods, when going at the rate of 25 miles an hour; as they were then going, he could have stopped in 50 or 60 rods; when he first discovered the other engine, he had just got on the other curve; the other train was further on the curve than the train on which the witness was; the trains, as they were then going, could have been stopped in a distance of 50 or 60 yards; witness reversed his engine as soon as he saw the approaching train; he then whistled; it was the first time he whistled after leaving Jamaica; the brake was put upon the tender at the same time; witness did not and could not hear the whistle of the other engine; he did not see the approach of the other train till he saw the engine; the baggage car is next to the tender; witness does not know whether the baggagemaster was on the car or not; he does not know what time it was when the trains collided; he did not see any flag or signal; the cause of the collision was that one of the trains was off its time; if witness was off his time, he was accountable for the accident; he was on his own time; he never met a train there before; he has met trains at Winfield; witness has been on the road since the 1st of May; he is on friendly terms with the other engineers on the road.

From his testimony, which is direct and conclusive, there can be no doubt that the up-train from Hunter's Point was behind time, and that no pains whatever were taken by the officials of the road or train to insure the safety of the passengers.

Mr. CHASE, the engineer of the mail train, desirous of clearing his own skirts, of course, tells a different story from that above narrated.

He was on the mail train from Hunter's Point; it was 9:20 when he left Winfield yesterday morning; he is allowed seventeen minutes, according to the time-table, to run from Winfield to Jamaica; he first saw the smoke of the express train when between the two bridges; he thinks that at that time they were standing in at the station; he thought that they were standing at the water-tank when he first saw the smoke; when witness first saw the smoke he made as much of a noise as possible with his whistle, to let the other train know that he was coming; he blew the whistle about half a minute the first time; he soon blew it again to have the brakes put on, and kept doing so till he saw the other train was still coming, and then he reversed his engine; the first whistle we heard from the other train was when it had passed some train at the point of the curve; the engine of witness was moving slowly at the time; the express train was moving at a pretty good rate—a great deal faster than witness' was; the two engines were about two or three hundred yards apart when witness first saw the other one; when he first saw the other train witness could have stopped in about 300 or 400 feet, at the rate of speed he was going at that time; two men were acting as brakemen; the fireman acted as brakeman on the tender; the other train, witness thinks, could have been stopped in about 1,000 feet at the rate it was going; at the time of the collision it was 9:36 by the watch of witness, and 9:37 by the watch of the conductor of the express train; witness had fourteen minutes to run from Winfield to Jamaica, a distance of six miles, according to the time-table, and the express train had no right to leave; the fourteen minutes would have been ample time to carry witness to Jamaica; he has gone the distance in eight minutes; when witness first saw the train, he thought it was standing at Jamaica; he whistled as loud as he could; he had been told that his whistle had been heard in Jamaica; several persons spoke to him of it; witness was obliged to wait till 9:24 at Winfield, because he was already behind his own time; he had time enough to reach Jamaica before the express train had a right to leave; the cause of the accident, in the opinion of the witness, was because the express train left before its time; if the express train had waited at Jamaica four minutes, the collision would not have occurred; witness judged by his own time that the express train left before its time was up; he knew of no ill-feeling toward the enfiineer; when witness first saw the express train he did not think it necessary to back down; if he had reversed his engine when he blew for the brakes to be put down, witness thinks the collision would have occurred; if he had reversed when he first saw the smoke he does not think it could have occurred; witness has been on the road two years.

The points made by Mr. CHASE are very severe upon his brother chief. He claims—

1. That he had fourteen minutes in which to run the six miles between Jamaica and Winfield, and that the other train should have waited until he arrived.

2. That he had ample time to make his distance before the express train had a right to leave.

3. That the cause of the accident was the indiscreet haste of the express train.

4. That if the other train had waited at Jamaica but four minutes, there would have been no trouble.

The man of all others against whom the

TIDE OF PUBLIC FEELING

now turns is Mr. OLIVER CHARLICK, between whom and Mr. GEORGE LAW the most intimate monopolian friendship has for years existed. In fact, when Mr. CHARLICK was younger, and not quite so well off in this world's goods, he was reputed to be to Mr. LAW what the pilot-fish is to the whale. Industry and shrewdness enabled Mr. CHARLICK, while serving Mr. LAW, to demonstrate the possibility of serving two masters at once, and so, while he never neglected the former, he looked out a little for himself. Hence this Presidency, et cetera, et cetera.

When he was summoned before the jury he explained as follows, in brief:

"I reside at New-York; I am President of the Long Island Railroad; the train should leave Hunter's Point at 8:30; the express train should have waited at Jamaica for about four minutes; there is a rule for running on the road; it is very extended; the precautions the engineer should use after leaving Jamaica are discretionary, for the purpose of avoiding accidents; the general direction is to make safety for the avoidance of accidents; all other rules are subordinate to that; the conductor of the mail train is obliged to take the same precaution; I do not consider it the duty of any one to send a flag-man round, because we codld not send a flag-man ahead of all trains; the conductor might naturally suppose that the train was between Hunter's Point and Jamaica; in case of a curve in the road there would be more danger in running a flag-train than there would be to run both in accordance to rule: if a conductor of the express train had any reason to believe there was a train ahead, it was of course his duty to remain at the station; it would be the duty of the engineer of the mail train, or any train on discovering a train in the opposite direction to blow down his brakes, reverse engines, drop off a man from his train as soon as the train changed its motion, with a flag, and to back his train; the company do not keep a man stationed at the curve, because they considered it was not necessary; I heard that a conductor had left his station at Winfield, on the time of an extra train, and either one or the other train backed out; I can't say that it was at this curve; all trains are required to be run with great caution around curves; collisions are more likely to happen at some places than at others; to a train of ten cars about four brakemen would be necessary; the duty of the Superintendent is to look after everything; the Board of Directors have nothing to no with the regulation of time table: the express train was on time, and the engineer had no indication of the other train approaching, but had I been present myself I should detain the train four minutes; the conductor of an up train had no right to use those four minutes; I should not have permitted to do so; the holding of a train sometimes four minutes is more dangerous than to proceed on at the proper time; the charge of the train is in divided responsibility when it is in motion; the engineer really has the most responsibility; he must necessarily have the responsibility when the train is in motion; in some things the engineer is subordinate to the conductor.

HIS ADMISSIONS ARE PECULIAR.

He says the engineers use discretionary precautions; that he don't send a flagman ahead of one train, because he couldn't send him ahead of all trains; that four brakemen are enough for ten cars; that the conductor of the mail up-train was in error in running as he did, and that the responsibility rests rather with the engineer than the conductor, when the train is in motion.

THE PROCEEDINGS OF WEDNESDAY

were singular indeed. A great deal of local interest is manifested by the people, and the excitement in regard to the President and Directors is rather on the increase.

The jury about 10½ o'clock in the morning proceeded in a body, the Coroner accompanying them, to view the scene of the disaster. They returned to Remsen's Hotel at about 12 o'clock, having measured the distances between the prominent points at the scene of the collision, and ascertained the following:

Distance from the point of collision to High Bridge, 2,700 feet; distance from the point of collision to the farm road crossing, 2,100 feet; distance from point of collision to an intermediate crossing between Farmer's crossing and the point of collision, 1,680 feet; distance from point of collision easterly from Van Wyck-avenue to the eastern point of the curve, 720 feet.

[This gives one train 2,100 feet and the other 1,680 feet from the point where they collided, in which to come to a stand still, after they had discovered each oather; the former being the Greenpoint express train coming west.]

Afte this had been read and handed to the Coroner, the roll of jurymen was called, and all being present,

MR. J. S. SNEDIKER

said that at the outset of this investigation he listened with pleasure and interest to the remarks of the foreman, Mr. HAGNER, urging on the jury the necessity of making a thorough investigation into the cause of the late calamity. He thought those remarks were characteristic by a spirit and desire to do justice to all the parties concerned in the calamity, whether as its victims or as its authors. He thought that now the jury had before them facts spread upon the record which pointed with unerring certainty to the parties who were guilty of this outrageous transaction—this invasion of the lives of our fellow-citizens, and their transmission by means of it from this to another world. He, too, desired to have this matter fully investigated, but he did not desire to see it now prolonged merely to gratify public curiosity; he wanted all the facts brought out, but was opposed to the addition to them of any superfluous matter. All knew the fact that the parties who met their death did so in consequence of a collision; on that point they needed no further testimony. How did that collision originate? Who were the parties responsible for it? These were the questions—grave and important questions—they had now to consider. Other witnesses had been subpœnaed, but what was the evidence they were able to give? This, of course, we know not, as the witnesses had not yet made their appearance. But of one thing he felt satisfied, they could give no testimony as to the question of culpability—the main issue—that was not already on the record. Their evidence would be mere speculation. Was this jury to sit here to listen to mere speculative theories as to this accident? Was that their province and the cause of their convention? Had they not already before them, spread upon the record, the testimony of those who were in charge of the respective trains. Had they not the evidence of the person who represents the Long Island Railroad Company? What more was there necessary beyond this and the other testimony—testimony of disinterested parties—which was now on the minutes? If he could now hear the evidence of every passenger on the two trains it could not, be thought, alter his mind; he had heard enough to satisfy him (and he supposed his fellow-juryman also had) as to where was the culpability, and as to who were the culpable parties. The parties whom it was now proposed to subpœna were not in a condition, or yosition, to see the approaching trains and to judge of the cause of the accident; they were inside the trains when it happened, and their theories would add nothing to the weight of the testimony now before them. With these facts now before them, could they not now decide the question without the introduction of any further testimony? He was unwilling to encumber the record with the speculative theories of witnesses. The facts now in the jury's possession sufficiently pointed out the responsibility for the catastrophy, and when the proper time should have arrived, he would give his views as to where that responsibility rested. He hoped that no further testimony would be taken, but that the jury would proceed immediately to consider the question which brought them together without further delay.

This statement created a tremendous sensation. It was regarded as a direct attempt to shut out further testimony, and at one time it looked very much as though a row would ensue. Presently, however, Mr.

JURYMAN DUNHAM

said that he differed from Mr. SNEDIKER. He thought the evidence now in was not sufficient to enable the jury to make up their minds with certainty. A great portion of it—that given by the conductors and engineers of the two trains—was very contradictory in its character. For his own part, he would say that there was an important point in connection with the matter that was not yet made sufficiently clear to his mind. The evidence to make this clear could be had, and he wished to have it. He would like also to have the brakemen of the two trains put on the stand. Their connection with the matter was important, and he would not consent that this jury should render a verdict unless they had first given in their evidence. He was as anxious as any of his fellow-jurors to return to his business; but he had now duties to perform toward the public as well as to himself, and he was willing to sit until all possible evidence could be elicited. In a matter of such grave importance it were well not to act too hastily, but to hear all that could be offered for and against those who may be implicated in this matter. He was in favor of hearing further testimony.

Juryman ANDREWS would like to hear what testimony the brakeman would give, though he doubted if they could say anything that would effect the points at issue.

Juryman SILVEY said that one fact alone, which was on the record, had settled the question in his mind; he could not see the use of any further testimony; he thought they might as well close it now.

JOHN J. ARMSTRONG ESQ.

The District Attorney of Queens County, who is conducting the examination, reminded the jury that they had something more to do than merely to say how the killed came to their death. This catastrophe was either the result of accident or criminal negligence. The employees of one train were of course desirous of shifting the responsibility of the affair to the shoulders of those on the other, and their evidences were flatly contradictory. Outsiders, passengers may know something by testifying to which the jury would be enabled to get at the true facts of the matter. This inquest may result in holding somebody responsible, and a grand jury may indict that somebody. Now, when the matter was put into this shape, citizens might cry out, "Why don't the authorities do their duty?" and would most urgently press the prosecution of the party or parties implicated by the verdict of this Coroner's jury. But if they let slip the occasion now offered of getting upon the record the iestimony of unbiased witnesses, the lapse of time that would take place between this and the occasion of the trial might prevent their getting that evidence which might be most material to the issue, and which they would now have upon record—witnesses who had facts now fresh in their memories, might become forgetful of important particulars some time hence, and thus the ends of justice might be virtually defeated. This was a serious matter; five lives had been lost, and a number of persons had been maimed; it became the duty of the jury to give it a full and fair investigation.

Mr. SHEDIKER was still of the opinion that no outsiders or passengsrs could give testimony that would strengthen or alter the force of that already on record.

Juryman NCKEE favored the reception of further testimony, and moved that an adjournment be had until Friday, when the engineers, firemen and brakemen could be introduced and questioned.

Mr. HAGNER, foreman of the jury, thought that there were other facts which might be got out. According to the testimony of the employes of the road nobody's to blame. To get at the truth they must have the testimony of passengers who were on the train. Was it wise then for them to adjourn thus early? The friends of the parties who had lost their lives would be deeply interested in a thorough investigation, and a number of them would no doubt yet come forward and give some testimony. Again, they had had no evidence as to the general management of the Long Island Railroad. If any persons were culpable who were connected with the road, let them indict them, beginning with the President, downward.

Mr. SNEDEKER regretted to see this expression of feeling had come out; but let them fairly and impartially decide as to where the blame belongs. Let them determine immediately.

After some further discussion, the session was journed until Friday morning, at 10:30 o'clock.

The popular mind is made up in regard to this matter, and the truth will not only be brought out, but the verdict of the jury will undoubtedly fasten the responsibility upon those who will find it difficult to evade the searching eye and heavy hand of outraged decency and justice.

Note From Mr. P. T. Barnum.

To the Editor of the New-York Times:

The public generally, I have reason to believe, regarded the destruction of the American Museum as a national loss, and I have the assurance that they are interested in my efforts to restore an institution to which families, strangers, and the community at large resorted for instruction, blended with healthful amusement.

I am happy to announce that during the last fifty days neither myself nor my agents have been idle. More than a hundred carpenters, masons, painters and decorators have been busily engaged in transforming two large buildings (in Broadway, above the St. Nicholas Hotel,) into a spacious and beautiful Museum.

The building is twice the depth of the former, extending to Mercer-street, and the Lecture Room is one-third larger than the one in my late establishment, splendidly ventilated, and provided with ample egress, whereby the building can at any time be emptied into Broadway and Mercer-street in less than five minutes. Already five spacious saloons contain a hundred thousand curiosities, consisting of rare quadrupeds, birds, fish, shells, minerals, historical relics, &c., and my agents in every part of the world are doing all that energy and a liberal outlay can accomplish, toward making this the finest collection of rarities on the globe.

The Grand Aquaria, with their beautiful fish, a true picture of life in the waters, afford a new pleasure to the most refined classes, while the varfed Cosmorama, exhibiting scenes from every portion of the world, imparts agreeable and valuable information to old and young.

More than $50,000 have already been expended on this collection, and in producing a superbly finished lecture-room, with splendid decorations and scenery.

A superior dramatic company is engaged, and a rapid succession of moral dramas, magnificent spectacles and occasional equestrian performances will be produced for the gratification of the public, who have always generously acknowledged my efforts to please.

I have learned by happy experience that he who gives the people the best and the most that is possible for their money, may rely upon their constant and increasing patronage, and I shall never fail to be governed by this practical lesson.

I have only to add to this outline that the new Museum will be opened on Monday, Sept. 4, and that I shall immediately afterward proceed to Europe, to enlarge and expedite important purchases and arrangements now in progress by my agents.

Yours, truly, P. T. BARNUM.

NEW-YORK, August, 1865.

The China Outward Bound.

BOSTON, Wednesday, Aug. 30.

The steamship *China* sailed at 2:30 o'clock this afternoon, taking 18 passengers for Halifax and 131 for Liverpool. She carries out no specie.

[Advertisement.]

JEALOUSY: ITS CAUSES AND CURE.—Signs of Character, and how to read them. Gen. GRANT. Hon. J. M. ASHLEY. Portraits and Characters. PRITCHARD, the murderer. Causes of Crime. Cosmogony, a World Within a World—its Gateway. In September No. *Phrenological Journal.* Only 20 cents, or $2 a year. Newsmen have it. Address FOWLER & WELLS, New-York.

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CONNUBIAL FELICITY AND BLISS.—HOW WIVES SHOULD BE TREATED.—Nothing is more susceptible of harm "from the storms of this rude world" than the delicate nature of woman. The husband remains hearty and robust in seasons when the frail and delicate wife droops like a rudely-handled sensitive plant. "The storm that leaves the oak unscathed uproots the flower." If your wife is ailing, if sickness prostrates her, if maternal solicitude and care wear upon her, remember you are the Heaven-appointed guardian of her health. You should not fail to supply her with delicacies which will assist Nature in restoring her to full vigor. Plantation Bitters are just the thing she needs. Their effect in building up the system, restoring the life-forces to their original vigor, creating new blood and adipose matter, is truly magical.

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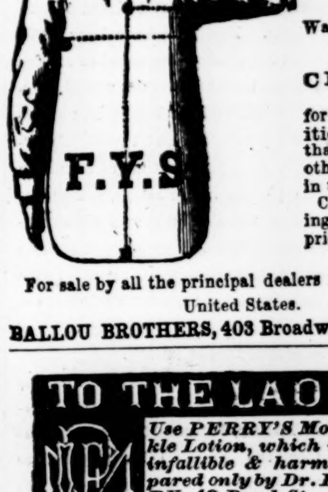

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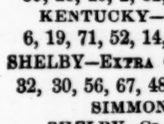

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Mill on Hamilton.
De Tocqueville on the French Revolution.
Affixes to English Words.
Financial Review.

The above is the Contents of

The Nation,

PUBLISHED TO-DAY, AUGUST 31.

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TILL THE HOUR OF SICKNESS COMES, FEW CARE TO READ ANYTHING ON THE SUBJECT OF DISEASE.

In the year 1846, the writer of this article embarked in the DRUG BUSINESS, in the City of Philadelphia, but for the last 18 years most of his time has been occupied in the manufacture of the various Solid and Fluid Extracts, the most prominent, and to which he desires to call the particular attention of the Faculty and the Public, are the Extract Buchu and the Extract Sarsaparilla, both of which are highly concentrated preparations of the ingredients entering into their composition. One bottle of the Fluid Extract of Sarsaparilla is fully equal in strength to one gallon of the syrup or decoction as usually made, and hundreds of druggists throughout the country have adopted it in making their syrups of this name, and one table-spoonful, added to a pint of water, is fully equal to the celebrated Lisbon Diet Drink, so much used in former years to purify, *enrich the blood, and beautify the complexion.* In calling attention to my remedies, I wish it distinctly understood that they are not Patent Medicines, most of which are compounded by persons too ignorant to read a physician's simplest prescription, much less competent to prepare pharmaceutical preparations. These persons advertise. This I am compelled to do to bring my name before the people. In conversation on various occasions I have been astonished at remarks similar to the following, and these in many cases by persons of no ordinary intelligence. To wit: that the medicine business is the most profitable—all that is necessary is to advertise. Thousands have embarked with such ideas, and millions have been expended in bringing them before the public. The result of such accumulated errors is, that when brought to the test, lacking merit—they have been short-lived. How few of the many thousands embarking, are compelled to abandon the business in a few years entirely bankrupt! Look back fifty years, and how few have been successful! Ask the REASON of their success, and you will find my statement, in regard to merit, correct.

The science of Medicine, like the Doric column, should stand *simple, pure and majestic*, having *fact* for its basis, *induction* for its pillar, and *truth alone* for its capital.

I contend there is no business requiring these qualifications more. The medicines are brought in contact with Druggists everywhere. I am a[illegible] well aware that persons reason in this manner—that w[illegible]h may benefit one may be of no advantage to another. How mistaken the idea!

A Blood Purifier for one is a Blood Purifier for all.
A Diuretic for one, a Diuretic for all.
A Narcotic for one, a Narcotic for all.
A Purgative for one, a Purgative for all.

Just as much so as wholesome food for one is wholesome food for all, with no more difference than that some constitutions require more than others, and that persons in disease are given to despondency—expecting in a few days or weeks, and perhaps with a single bottle of medicine, to be restored to health if not to youth and beauty. These persons rarely recover, lacking patience and considering a few dollars expended for the benefit of their health a waste of money. These same persons may have been years in breaking down their constitution, and probably expended thousands of dollars in dress and dissipation, and think nothing of it. Such forget that GOOD HEALTH IS TRUE WEALTH.

With upward of 30,000 recommendatory letters and unsolicited certificates, I have never resorted to their publication. In this case I shall, however, append a few remarks, trusting they may be appreciated. I am to the afflicted and suffering humanity, their humble servant,

H. T. HELMBOLD,
Manufacturer of Helmbold's Genuine Preparations.

From the Philadelphia Ledger.
PHILADELPHIA, July 18, 1863.

Our esteemed friend and fellow-citizen, Hr. H. T. Helmbold, informs us that he contemplates removing to the City of New-York, with a view of enlarging his business. We have been acquainted with him for upward of ten years; have been pleased with his integrity and fair dealing. Commencing in a small way his articles must possess merit to insure the success he has met with, and from our acquaintance with him CAN confidently speak that we do not believe he is a man who would wish to impose on any one, much less the afflicted, and really in our own long business experience as an advertising medium we have never heard of the success of any medicine without merit.

From the Philadelphia Evening Bulletin of June 30, 1864.

We are gratified to hear of the continued success, in New-York, of our townsman, Mr. H. T. Helmbold, Druggist. His store, next to the Metropolitan Hotel, is 28 feet front, 230 feet deep, and five stories in height. It is certainly a grand establishment, and speaks favorably of the merit of his articles. He retains his office and laboratory in this city, which are also model establishments of their class.

From the Largest Manufacturing Chemists in the World.

I am acquainted with Mr. H. T. Helmbold; he occupies the drug-store opposite my residence, and was successful in conducting the business where others had not been equally so before him. I have been favorably impressed with his character and enterprise.

WM. WEIGHTMAN,
Firm of Powers & Weightman, Manufacturing Chemists, 9th and Brown sts., Philadelphia.

Remarks from Chemical Analysis.

After a careful analysis of Helmbold's Preparations, they enjoy our utmost confidence. We consider them safe and reliable.

NEVEERS & YATES.

PHILADELPHIA, June 12, 1860.

HELMBOLD'S FLUID EXTRACT BUCHU.

A positive and specific remedy for diseases of the bladder, kidneys, gravel, dropsy. The utmost confidence can be reposed in its curative powers in the above diseases, also in restoring the exhausted powers of nature which are accompanied by so many alarming symptoms, among which will be found indisposition to exertion, loss of memory, wakefulness, horror of disease, or forebodings of evil; in fact, universal lassitude, prostration and inability to enter into the enjoyments of society. If no remedy is used in such cases, consumption or insanity ensues. Visit our hospitals, asylums and prisons, and be convinced. The reader must also be aware that however slight may be the attack it is sure to affect his bodily health, happiness, and that of his posterity. Helmbold's Extract Buchu will give you brisk and energetic feelings, enable you to sleep well, and is more strengthening than any of the preparations of bark or iron.

HELMBOLD'S EXTRACT BUCHU AND Improved Rose Wash.

Cures diseases arising from habits of dissipation and imprudences, allaying pain and inflammation, and for which those unpleasant and dangerous remedies are frequently used. It cures at little expense, little or no change in diet, no inconvenience, and no exposure.
All the above diseases require the aid of a Diuretic.

HELMBOLD'S EXTRACT BUCHU IS THE GREAT DIURETIC.

HELMBOLD'S EXTRACT SARSAPARILLA

Cures Scrofula, Salt Rheum, Scald or Sore Head, Tetter, Pimples on the Face, Erysipelas, and all eruptions of whatever nature on the face or skin, purging out the humors which make disease, enriching the blood, and

BEAUTIFYING THE COMPLEXION.

How to use the remedies so as to guarantee a perfect cure:—In all diseases except those arising from habits of dissipation or imprudences, use the Extract Buchu. In these use the Extract Buchu and Rose Wash. In Humors on the face, or on any and every part of the body, use Extract Sarsaparilla, applying to Pimples and external Humors or Eruptions, Improved Rose Wash. Wholesome food recommended in all the above diseases, instead of restricted, avoiding fatty and high seasoned food and acidulous and stimulating drinks. In recent cases a cure is effected in an astonishingly short period, but in cases of long standing it is better to purchase a half dozen bottles, and use faithfully according to explicit directions, in which case I am enabled to guarantee a perfect cure.

Direct letters to HELMBOLD'S Drug and Chemical Warehouse, No. 594 Broadway, New-York, next Metropolitan Hotel, or HELMBOLD'S Medical Depot, No. 104 South 10th-st., Assembly Buildings, Philadelphia.
Describe symptoms in all communications.

SOLD BY ALL DRUGGISTS EVERYWHERE.

Beware of Counterfeits.

ASK FOR HELMBOLD'S,

TAKE NO OTHER.